

STEEL STEAMER or MOTORSHIP.

30 JUN 1930

Received at London Office

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report 30 May 1930

Port of Yokohama

No. 4531

Survey held at Yokohama

Date First Survey 25th Aug. 1929

Last Survey

28th May 1930

On the (State if Machinery fitted Aft and

Single Screw Motorship "BRISBANE MARU"

State Type (Full Scantling, Complete Superstructure

Complete Superstructure

State Type of Erections Bridge & Forecastle

TONNAGE under 3620.10

CLASS * 100 A 1

State if with freeboard Yes

Built at Yokohama

Do. of space or spaces between Tonnage Dk. and Upper Dk. 1320.64

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 380.00

Breadth (greatest moulded) B 54.50

Depth at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.25

1st Longitudinal Number (L x D) = 13210

2nd Numeral L x (B + D) = 38910

Framing Depth "d," at middle of length. See Sec. 3 (1d) 14.26

Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.09

Do. Long Bridge to top of keel

Draught Moulded 24 ft 1.3 inches

Launched 28th Feb. 1929 Yard No. 175

Builders Yokohama Dock Co.

Owners Osaka Shosen K.K.

Managers (Where necessary to be entered in Reg. Book.)

Residence

Port of Registry Osaka

X Surveyed while building, afloat, or in dry dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	30		Bracket Floors, Frame	6 3 42	
" " from 1/2 length to Collision bulkhead	24		" " Reversed Frame	6 3 36	
" " in peaks	24		" " Vertical Struts	6 3 36	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	42 54	
Frame Amidships, Angle	9 3 42		" " top Angles	3 3 52	
" " Extends up to	3rd db.		" " bottom Angles	4 4 58	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	One 40	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	33 52	
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 3 42	
Frames in Uppermost Continuous 'tween Decks	7 3 32	ALTERNATE FR.	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	3 3 42	
" " Second 'tween Decks	7 3 32	EVERY FR.	" " Gussets, spacing and scantling abaft 1/2 len. from stem	18 42	
" " Third			" " Gussets, spacing and scantling forward 1/2 len. from stem	18 40	
Framing in Peaks, Angle	7 3 42		Tank Side Brackets, height above base line at toe of Frame and thickness	79 44	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5 3/4 in		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes.		Breadth and thickness of Middle Line Strake	52 50	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Web frames and stringers as per approved plan		Thickness of remainder in Holds	42	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Bottom plating maintains midship thickness to collision bulkhead. Bottom frames 5x5x42 angles		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	Yes.	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle	8 3 44	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle	8 3 44	
Middle Line Keelson, on Floors, Angles, [or]			Spacing	Every frame	
" " Through Plate or Intercostal Plate			Second Deck, amidships, Angle	9 3 38	
" " Foundation Plate on Floors			Spacing	Every frame	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle	9 3 44	
Side Keelsons, No. each side			Spacing	Every frame	
" " thickness of Intercostal Plate			Fourth Deck, amidships, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [or]		
Solid Floors, thickness and spacing	40 3rd frame joggled		Spacing		
" " Are Frame and Reversed Frame joggled?	Yes.		Bridge Deck, Angle, [or]	4 3 32	
Bracket Floors, breadth and thickness at middle line	34 40		Spacing	Every frame	
" " breadth and thickness at margin plate	51 40		Forecastle Deck, Angle, [or]	8 3 34	
			Spacing	Every frame	

PILLARS AND DECKS.

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....					Stringer Plate, breadth and thickness in way of Bridge	47	40		
„ in 'tween Decks, Size and Spacing.....				<i>Wide spaced pillars and girders as per approved plans.</i>	Thickness of Plating abreast Deck openings in way of Wells		36		<i>35 approved.</i>
„ „ „ „ „					Thickness of Plating abreast Deck openings in way of Bridge		✓		
„ in Holds „ „					Thickness of Plating within line of openings...		34		
„ „ „ „ „					If Sheathed, material and thickness		✓		
Centre Line Bulkhead.				✓	Third Deck.				
Stiffeners and Spacing.....					Stringer Plate, breadth and thickness.....	47	34		
Plating, thickness of				✓	If Plated, state thickness.....		30		
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....		✓		<i>36</i>
Stringer Plate, breadth and thickness in Wells	57	46			If Plated, state thickness		✓		
„ „ „ „ in way of Bridge	57	60			Poop Deck.				
„ Angle in Wells	6	6	56		Stringer Plate, breadth and thickness		✓		
Thickness of Plating abreast Deck openings in way of Wells		42			Plating, Sheathing, material and thickness ..				
Thickness of Plating abreast Deck openings in way of Bridge		✓			Bridge Deck.				
Thickness of Plating within line of openings...		38			Stringer Plate, breadth and thickness.....	39	40		
If Sheathed, material and thickness		✓			Plating, Sheathing, material and thickness ..	28	2 1/2	O.P.	
Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells...	47	40			Stringer Plate, breadth and thickness	34	34		
					Plating, Sheathing, material and thickness ..	28	3	O.P.	


SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>NO.</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS:		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.		
	Inches.	Inches.	Inches.	Inches.									Inches.
FLAT PLATE KEEL	50	.74	.64	.64		Double	1	4	4R - 3R	1	4	Lapped	
" DBLG. (if any)		✓				✓			✓				
BOTTOM PLATING, No. } of Strakes {	^{20 75} ^{10 74 1/2} 10 74 1/2	.56	.48	.48		Double	7/8	3 1/2	3	7/8	3 1/8	Lapped	
BILGE PLATING, No. of } Strakes {	^{10 62 1/2} 64 1/2	.56	.48	.48		"	7/8	3 1/2	3	7/8	3 1/8	"	
SIDE PLATING, No. of } Strakes {	^{20 72} ^{10 71 1/2} 10 62 1/2	.56	.46	.46		(better) 7/8	3 1/2	3	7/8	3 1/8	"	"	
UPPER DECK, Sheer- } strake in Wells {	50	.66	.46	.46		(better) 7/8	3 1/2	4R - 3R	7/8	3 1/8	"	"	
UPPER DECK, Sheer- } strake in Bridge ... {	50	.86			.84 approved.		1	4	4R	1	4	"	
STRAKE BELOW Sheer- } strake in Wells {	62	.62	.46	.46		(good) 7/8	3 1/2	4R - 3R	7/8	3 1/8	"	"	
STRAKE BELOW Sheer- } strake in Bridge ... {	✓												
POOP SIDE PLATING	-												
BRIDGE SIDE PLATING ...	^{10 48} 10 41	.40				Single	3/4	3					
FORECASTLE SIDE PLATING		✓	.40			"	3/4	3	One	3/4	2 5/8		

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— *Six*
 Extending to Upper Deck (Sec. 3 c) *Collision bulkhead*
 „ Deck next below *Remaining bulkheads*
 As per Rule _____

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	Polished steel	10 x 2 3/8	FRODINGHAM 1.9 S. WKS.	9 1/2 x 2 3/8 approved
STERN FRAME {	Casting		SUMITOMO STEEL WKS. OSAKA	
{ Propeller Post	"	3 1/4	- ditto -	
{ Rudder	"	3 1/4	- ditto -	
RUDDER—A x D	534 Forging	11 1/2" DIA	- ditto -	
Speed of Vessel		13 KNOTS		
RUDDER mainpiece at head ...	Casting	12 x 11 1/4	ditto	
" " heel ...	"	7 1/2 x 11 1/4	ditto	
" how constructed	ARMS CAST TO MAIN PIECE			
" double or single plate	DOUBLE PLATE . 50			
" coupling, vertical or horizontal	Vertical.			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Csano Shipbuilding Co. Kiffin Kohan & Co. Peace & Perkins St. San Carlos Steel Co. Ltd. David Colville & Co.
Cargo Fleet Iron Co. Dorman Long & Co. Cleveland Steel Works. Frodingham & Co. Ltd. Cornhill Iron Co. South Island Steel Co. Ltd.
 Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No. <u>33,725</u>												LETTER <u>y</u>	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
970	1st Bower ...	57	0	4				46	12	2	0	56-3-9	Stockless Halls Improved	Kobe Steel Wks	Kobe 17/4/29 A. WATT.
971	2nd „ ...	57	1	0				46	15	2	14	56-3-9	“	“	“
972	3rd „ ...	56	3	18				46	10	3	21	56-3-9	“	“	“
	Collective weight,	171	0	22								170-1-27			
983	Stream	16	1	26	4	0	19	17	16	1	0	16-1-0	Ordinary C.S. body	“	Kobe 30/5/29 A. WATT

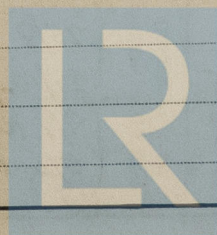
CHAIN CABLES.													HAWSERS AND WARPS.						
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.		
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
1689	271 1/2	2 3/16	86 1/8	120 5/10	685-2-24		645 3/4		270	2 1/16	Stud link	Osaka Kham Works Ltd.	Osaka 4/12/29 J.P.	TOWLINE...	120	4 3/4	72.80	120 4 3/4	
													HAWSERS & WARPS }	90	8	24.93	90	8	
													"	90	8	24.93	90	8	
													"	90	7	20.84	90	7	
													"	90	7	20.84	90	7	
Iron Stream Chain or Steel Wire }	90	4 3/4	66.	72.15					90	4 3/4	FLEX. ST. WIRE	TOKIO SEIKO KAWASAKI	KAWASAKI 28/10/29 J.F. NICHOLAS.						

Steering Gear, Steam	<i>Electric hydraulic</i>	Steering Gear, Hand	<i>Efficient</i>					
Boats	<i>2 lifeboats 2 dinghys</i>	Steering Chains, Size and Test	<i>Telemotor gear</i>					
Ceiling in Holds, thickness and material	<i>2 1/2 O.P.</i>	Cargo Battens, thickness, material and spacing	<i>6" x 2" O.P. spaced 4"</i>					
Cargo Hatchways.—(Upper Deck)	<i>24 x 44 coamings</i>	Thickness of Hatches	<i>3" wood.</i>					
Size of No. 1 Hatchway (Forward)	<i>29' 3" x 18' 0"</i>	No. 2	<i>35' 0" x 20' 0"</i>					
	No. 3	<i>32' 6" x 20' 0"</i>	No. 4	<i>30' 0" x 20' 0"</i>	No. 5	<input checked="" type="checkbox"/>	No. 6	<input checked="" type="checkbox"/>
Number of Shifting Beams and/or Fore and Afters	<i>Nos 1 & 2, 6 webs each. Nos 3 & 4, 5 webs each.</i>							
		Builder's Signature		<i>S. Tennematsu.</i>				

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel		(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo
The double bottom is fitted to carry oil fuel with flash point above 150°F.		(See sketch over)
All weather decks, watertight bulkheads are tunnel were tested and found watertight.		
The vessel was built as per approved plans		
The workmanship and materials are good.		
A copy of the midship section of the vessel as built also copies of forging, casting and steel testing certificates are enclosed,		
The vessel is a sister vessel to the "SYDNEY MARU" YKB rpt. No 4445		
"MELBOURNE MARU" " " 4501		

The amount of Entry Fee	Gen'l 90 Freeboard 165	Fees applied for,	5/6/1930
Special Survey Fee	5038	Received by me,	18/6/30
Travelling Expenses, if any	Yokohama 15 Kobe 60		
State whether the Vessel has been built under Special Survey	Yes.	I am of opinion the Vessel should be Classed	100 A1 with freeboard
Certificate to be sent to	Yokohama	Signature	A. W. Glashan
Date of issue	9/7/30	Surveyor to Lloyd's Register of Shipping.	

Committee's Minute	FRI. 4 JUL 1930
Character assigned	+100A1 with fbd.
	+L.M.C. 5, 30 C.L.
	Lloyd's A.T.C.P.
	Oil Eng. 278.100 lb.
	write Y.A.
	G.A.
	Eng.

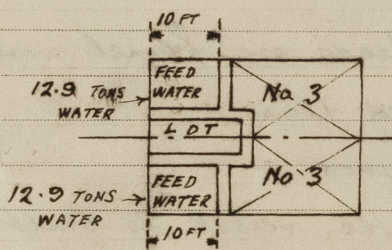
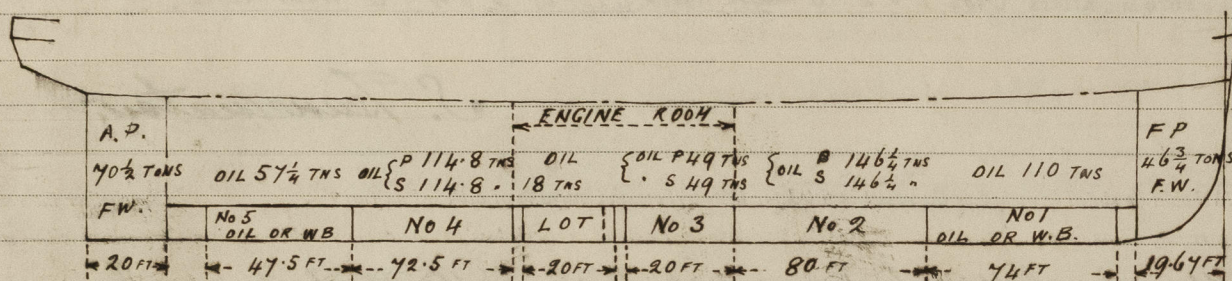


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Lloyd's Register Foundation

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GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)



Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials,
Number of Certificate, Date
of Test.

1st Bower 940 32-3-25 A.W. 17/4/29
2nd „ 941 33-2-9 „ „
3rd „ 942 32-3-9 „ „
STREAM 983 15-1-8 „ 30/5/29

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge 22.7 ft., Forecastle 42.8 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 3 Pls. steel

Official No. 35934 ; Signal Letters V G H C Is bottom of Vessel coated with cement No if not give particulars of composition oil fuel in double bottom

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	120	286 3/4	Fore peak tank,	19.64	46 3/4
Double bottom, under Engines and Boilers,	42.5	116	After peak tank,	20.00	70 1/2
Double bottom, if under Engines only,			Deep tank, aft,	✓	
Double bottom, if under Boilers only,			Deep tank, forward,	✓	
Double bottom, forward,	154	402 1/2	Other tanks, if fitted,	✓	
Total capacity of double bottom		805 1/4	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No.

Date

Dates of Surveys held while building

25/8, 26/8, 28/8, 30/8, 2/9, 13/9, 16/9, 17/9, 19/9, 25/9, 8/10, 12/10, 15/10, 18/10, 22/10, 23/10, 25/10, 28/10, 1/11, 5/11, 15/11, 21/11, 26/11, 28/11, 3/12, 6/12, 9/12, 12/12, 16/12, 18/12, 23/12/29, 9/1, 10/1, 14/1, 21/1, 23/1, 28/1, 29/1, 10/2, 14/2, 20/2, 25/2, 26/2, 28/2, 4/3, 14/3, 20/3, 5/4, 10/4, 28/4, 2/5, 3/5, 6/5, 16/5, 28/5/30.
Total No. of Visits 55.