

## STEEL STEAMER or MOTORSHIP.

Received at London Office 10 JUL 1934

State if Report has been sent on the Freeboard of the Vessel No

State if Report is sent on the Machinery of the Vessel Yes

Date of completion of report 8th June 1934.

Port of NAGASAKI.

No. 1972.

Survey held at NAGASAKI.

Date First Survey 1st October 1933

Last Survey

4th June 1934.

19

On the (State if Machinery fitted Aft and of Single, Twin or Triple Screw) Steel Single Screw Motor Vessel "GETSUYO MARU".

State Type (Full scantling, Complete Superstructure with or without Tonnage Openings)

Intermediate Type.

State Type of Erections Poop, Bridge &amp; Forecastle?

TONNAGE under Tonnage Deck... 6,070.44

CLASS \* 100 AI.

State if with freeboard as condition of Class

No

Built at Nagasaki.

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

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

L

435

Launched 16th March 1934 Yard No. 552

Total 6,070.44

Breadth (greatest moulded) B 58.5

Builders Mitsubishi Jukogyo Kaisha, Ltd.

Gross Tonnage 7,508.88

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 32.83

Owners Toyo Kisen Kabushiki Kaisha.

Register Tonnage 5,521.44

1st Longitudinal Number (L x D) = 14,281

Managers /

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

2nd Numeral L x (B + D) = 39,729

Framing Depth "d," at middle of length. See Sec. 3 (1d) ER 18.83

Residence Tokyo.

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.25

Port of Registry Tokyo.

Do. Long Bridge to top of keel 10.72

If surveyed while building, afloat, or in dry dock

Draught Moulded 26.3

Building.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. or m/m	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. or m/m	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	33"	As Approved	Bracket Floors, Frame	B.A. 8" 3 1/2" .45	As approved
" " from 1/2 length to Collision bulkhead	27"	"	" " Reversed Frame	B.A. 180 75 9.5	"
" " in peaks	24"	"	" " Vertical Struts	B.A. 180 75 9.5	"
SIDE FRAMING.	300x90x90x10/15.5		Centre Girder, depth and thickness amidships	60x.55 in E.R. 45x.55-.45	"
Frame Amidships, Angle, [ 3x5	2nd Dk in E.R. & Deep Tk only to Upper & 2nd Dk Alt. in Hold & to Bridge Dk: where fitted.		" " top Angles	Double 3 1/2" x 3 1/2" .53-.49	"
" " Extends up to	Fr. cut to form angle 200x90x10 between 2nd & U. Dks. Alt. and 180x90x10 and 180x90x11.5 Alt. in Br.		" " bottom Angles	Double 4" x 4" .59-.55	"
Reversed Frame			Side Girders, No. each side and thickness	2 @ .41	"
" "			Margin Plate depth (excl. of flange) and thickness	40x.55-.53	"
Depth of Framing Girder	12"	"	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	5 5 .43	"
Frames in Uppermost Continuous 'tween Decks, Angle, [ 3x5	230x90x90x11.5/13.5 Alt. 1/2 Frs. in Hold 'tween Dks & for 4 Frs at Br ends. Web cut to 180x90x11.5A. in Br. Tw. Dks. 8" x 3 1/2" x .45BA. in E.R. & above D.T. 7" x 3 1/2" x .45" A in BR.		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	5 5 .43	"
" " "			" " Gussets, spacing and scantling abaft 1/2 len. from stem	.41 Continuous	"
Framing in Peaks, Angle, [ 3x5	8 1/2" 3 1/2" .45	"	" " Gussets, spacing and scantling forward 1/2 len. from stem	.41	"
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" dia x 5 1/2" P.		Tank Side Brackets, height above Keel at toe of Frame and thickness	83x.49 84x.49 in E.R.	"
State if Frame Joggled	Joggled	"	INNER BOTTOM PLATING.	E.R. .52"	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Beams on alt. frs in Fore peak side girders with D.R. angles to shell frs. fitted with 125x90x13 Rev. angles & web frames as approved.		Breadth and thickness of Middle Line Strake	52 1/2" x .51 to .45"	"
STRENGTHENING OF BOTTOM FORWARD. State Particulars	3 strakes of bottom plating next keel 76" @ 33" F.S. & 72" @ 27" F.S. Maintained to Coll. Bhd. Add side girders extend'g as far forward as practicable fitted in D.B. Tks. Solid floors fitted from 1/2 L. amidships forward with D.R. angles & 3" x 4" x 7/16" Back bar from 3/5" L. to Coll. Bhd.		Thickness of remainder in Holds	.45 to .40	"
SINGLE BOTTOM.			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	"
Floors, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships in Wells, Angle, [ 3x5	230x80x80x9.5-9/12	
Middle Line Keelson, on Floors, Angles, [ or [			" " in way of Bridge, Angle, [ 3x5	200x90x90x8	"
" " Through Plate or Intercoastal Plate			" " Spacing	Every frame	
" " Foundation Plate on Floors			Second Deck, amidships, Angle, [ or [	230x90x90x10.5 in D.T	
" " Flat Plate Keel Angles			" " Spacing	Every frame	
Side Keelsons, No. each side			2nd Deck, amidships, Angle, [ or [	8" 3 1/2" .45"	"
" " thickness of Intercoastal Plate			" " Spacing	Every frame	
" " Angles			Fourth Deck, amidships, Angle, [ or [		
DOUBLE BOTTOM.			" " Spacing		
Solid Floors, thickness and spacing	W.T. floor .49		Poop Deck, Angle, [ 3x5	200x80x80x8.5	"
" " Are Frame and Reversed Frame joggled? Yes	.43 to every frame in E.R. Ford of 1/2 L. amidships & ends. Alt. frs in way of D. Tk. else where every 3rd frame.		" " Spacing	Every frame	
Bracket Floors, breadth and thickness at middle line	34" x .43"	As approved	Bridge Deck, Angle, [ 3x5	Ends-230 200 x 80x80x9.5	"
" " breadth and thickness at margin plate	38" x .43"	"	" " Spacing	Every frame	
			Forecastle Deck, Angle, [ 3x5	200x80x80x8.5	"
			" " Spacing	Every frame	



## PILLARS AND DECKS.

		INCHES IN SHIP. or m/m	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. or m/m	Any Departure from Approved Plans to be Noted.
		Widely Spaced	As approved			As Approved
PILLARS, No. of Rows.....	Fr.17	8x.40 Tubular.		Stringer Plate, breadth and thickness in way of Bridge .....	63x.33-.42	
"    in 'tween Decks, Size and Spacing	148	9x.40       "    "	"	Thickness of Plating abreast Deck openings in way of Wells .....	.37-.35 & .33	"
"    "    E.R.       "    "    77	63	11x.50       "    "	"	Thickness of Plating abreast Deck openings in way of Bridge .....	.42- .34	"
"    "    in E.R. TwDk.       "		300x90x90x13 } P. "	"	Thickness of Plating within line of openings...	.31 .32 & .42	"
"    "    in Holds       "    "    "		300x90x90x13 } S. "	"	If Sheathed, material and thickness .....	Not Sheathed	"
"    "    E.R.       Fr.81		180x75x75x8	"			
Centre Line Bulkhead.		200x90x90x9.5	"	Third Deck.		
Stiffeners and Spacing	32" spacing: CH	230x90x90x11.5	"	Stringer Plate, breadth and thickness.....		
	BA	150x75x8	"			
Plating, thickness of	Holds .30	9x3 1/2 x.475	"	If Plated, state thickness.....		
	Tw.Dk. .26	5x3x.30A in Tw.Dks.	"			
STRINGERS AND DECKS.				Fourth Deck.		
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells		66x1"-39 1/2 x.43	"			
		.72 DBL at Br.ends.	"	If Plated, state thickness .....		
"    "    "    "    in way of Bridge		66 x .41	"	Poop Deck.		
"    Angle in Wells .....		7" 7" 1"	"	Stringer Plate, breadth and thickness .....	37x.36	"
Thickness of Plating abreast Deck openings in way of Wells .....		.78-.72 & .50	"	Plating, Sheathing, material and thickness ..	.35 steel	"
Thickness of Plating abreast Deck openings in way of Bridge .....		.37	"	Bridge Deck.		
		.44-.34 in Bridge	"	Stringer Plate, breadth and thickness.....	60x.56	"
Thickness of Plating within line of openings...		.38 .42 & .44	"	Plating, Sheathing, material and thickness ..	Steel .44-.39	"
If Sheathed, material and thickness .....		Not Sheathed	"	Forecastle Deck.		
Second Deck.				Stringer Plate, breadth and thickness.....	35x.36	"
Stringer Plate, breadth and thickness in Wells...		63x.41-.35	"	Plating, Sheathing, material and thickness ..	.35 steel	"

## SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <b>Not Jogged</b>			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.	
FLAT PLATE KEEL .....	51	.85	.75	.75	As approved	Double	1	3.7	4 to 3	1	4-3.5	Lapped
„ DBLG. (if any)												
BOTTOM PLATING, No. of of Strakes .....3.....}		.69	.49	.49-.65	"	"	7/8	3.3	4 to 3	7/8	3.4 3.1	"
BILGE PLATING, No. of Strakes .....2.....}		.69	.49	.65-.75	"	"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes .....2.....}		.68	.46	.50-.46	"	"	"	"	3	"	3.1	"
UPPER DECK, Sheer- strake in Wells.....}	72	.94	.46	.46	"	"	7/8	3.3	4 to 3 3	7/8	4 3.1	"
UPPER DECK, Sheer- strake in Bridge ...}		.68			"	"	7/8	3.3	3	7/8	3.1 4	"
STRAKE BELOW Sheer- strake in Wells.....}	90	.80	.46	.46	"	"	7/8	3.3	4 to 3	7/8	3.1	"
STRAKE BELOW Sheer- strake in Bridge ...}		.68			"	"	7/8	3.3	3	"	3.1	"
POOP SIDE PLATING .....				.40	"	Single	3/8	3	1	3/4	2.5	"
BRIDGE SIDE PLATING ...		.62			"	Double	7/8	3.3	4	7/8	3.4	"
FOREC'TLE SIDE PLATING			.42		"	Single	"	3.1	1	"	3	"

## WATERTIGHT BULKHEADS.

Note:- Tween dk Bhd above aft deep tank Bhd dispensed with. (Owners letter herewith).

Total No. of W.T. BULKHEADS in Vessel

Extending to Upper Deck (Sec. 3 c) 6

" Deck next below 1

As per Rule 7

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	/		Mitsu-bishi	As approved
STEM in 2 Pieces	F.S. 2 5/8"	10 1/2" x 10 1/2"	Juko-gyo K.	
STERN FRAME	Propeller Post	C.S. lined section	"	"
	Rudder	"	"	"
RUDDER-A x D	428.81	Balanced Rudder.		
Speed of Vessel	13 1/2 knots	Stock		
RUDDER mainpiece at head	F.S. 11"D.	"	"	"
" heel	C.S.			
" how constructed	Built up and stream lined			
" double or single plate	Double .50			
" coupling, vertical or horizontal	Vertical.			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	Fr. 85	.36 180x75x9.5	25-33		
"	.26	125x11	27"		
"	68.	.30-125x11 FB	27"		
"	.26	5x3x.42A	21"		
" Hold	68	.50-40x200x75x10BA	21"	2 as approved	
"	.30	250x90x9x9	24"		
" Holds	85	.50-42x250x90x9	26"		
"	.30	90x11	27"		
"	.54				
COLLISION	(in Hold) 156	.46-28	"	24	Semi-box Bm. fitted as approved.
AFTER PEAK	" 12	.34-.30	10	24	

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **Open Hearth Process**  
**Asono Shipbuilding Co. Tsurumi: Imperial Steel Works. Yawata: Kawasaki Dkyd Co. Fukiai:**

Has the Steel been tested as required by the Rules? **Yes**



EQUIPMENT No 41692										LETTER bt		ANCHORS.		3B. 18	
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.			
917	1st Bower ...	69	2	18	Stockless			53	12	0	0		Halls Type	M.Z.K.	Nag. 5-3-34 T.K.
918	2nd „ ...	69	2	25	“			53	12	0	0		“	“	“ “ “
929	3rd „ ...	69	1	26	“			53	9	0	0		“	“	“ 13-3-34 “
	Collective weight.	208	3	13								207-			
976	Stream .....	21	0	14	4	3	23	21	16	0	0	20½-	Ordinary	“	“ 18-4-34 “

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.	Stain.	Break.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Tons.	Length.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1977	151 <sup>5</sup> / <sub>8</sub>	2 <sup>3</sup> / <sub>8</sub>	101.5		902-0-26	844 <sup>1</sup> / <sub>2</sub>	300	2 <sup>3</sup> / <sub>8</sub>	S.L.	Osaka Chain Wks	Osaka 11.12-10-33	3872	130	5	87.30	130	5
			142.1								Y.Jo	TOWLINE...					
1987	151 <sup>5</sup> / <sub>6</sub>	2 <sup>3</sup> / <sub>8</sub>	"	"						"	6.7-11-33	Y.Jo	2-120	2 <sup>3</sup> / <sub>8</sub>	20.30		
												HAWSERS & WARPS	2-120		19.05		
3871										Kwansai	Osaka						
Iron Stream Chain or Steel Wire	120	5	60.3				120	5	F.S.W.	Seiko K.	25-1-34 H.A.G.						

Hydraulic Electric: **Williams Janney Type Efficient.** Steering Gear, Hand **Worm Gear Type: Good & Efficient.**  
 Steering Gear, Steam **Williams Janney Type Efficient.** Windlass **Electric Efficient.**  
 Boats **2 @ 28'-0" & 1 Temma.** Steering Chains, Size and Test **6"x2" Pine Spaced 9" Apart.**  
 Ceiling in Holds, thickness and material **2 1/2" Pine on 2" Wood Batten** Cargo Batten, thickness, material and spacing **6"x2" Pine Spaced 9" Apart.**  
 Cargo Hatchways, (Upper Deck) **6 off, 30" Coamings: Sides .60-.50-.44** Thickness of Hatches **3" O.Pine.**  
 Size of No. 1 Hatchway (Forward) **31'6"x21'0" No. 2 38'6"x21'0" No. 3 30'3"x21'0" No. 4 16'6"x21'0" No. 5 38'6"x21'0" No. 6 30'3"x21'0"**  
 Number of Shifting Beams **10 off: No. 1, 3 & 6, 5 off: No. 4, 2 off: No. 2 & 5, 6 off:**

NAGASAKI WORKS, MITSUBISHI JUKOGYO KABUSHIKI KAISHA.

Builder's Signature

GENERAL MANAGER.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel **Yes** (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo **Yes** The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been constructed under Special survey in accordance with the terms of the Rules and Approved plans. The materials have been tested found efficient & the workmanship throughout is good. All double bottom tanks, deep tanks, fore & aft peak tanks, wing tanks (in E.R) & tween deck fresh water tanks, have been tested as per Rules and found good and tight. All tank heating coils and pipes have been tested in place to 240 lbs hydraulic pressure & found good. All cargo oil and oil fuel suction and filling pipes have been tested in place to 60 lbs hydraulic pressure and found good. Decks, gutterways, hatch coamings, deck houses, poop, bridge and forecastle bulkheads, holds and tween deck bulkheads, chain locker, side ports, and hatch tarpaulins hose tested and all found satisfactory. Vessel fitted for the carriage of cargo oil in deep tanks: F.P. above 150° F. Fuel oil carried in double bottom tanks and wing tanks in E.R. F.P. above 150° F.

The amount of Entry Fee ..... £ **10-0-0**  
 Special Survey Fee .... £ **581-11-8**  
 Travelling Expenses, if any £ **20:00** (Late fee).

Fees applied for, **6. 6. 1934**  
 Received by me, **26. 7. 1934**

I am of opinion the Vessel should be Classed **+ 100 AI.**

State whether the Vessel has been built under Special Survey **Yes**

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to **Nagasaki**

Date of issue **13/7/34**

Committee's Minute

Character assigned

**FRI. 13 JUL 1934**  
**+ 100 AI**  
**Carrying Cargo Oil F.P. above 150° F. in D.T.**

**Lloyd's Assoc. + Lmb 6. 34 D.T. - 120 AI**  
**Oil in C.L.**

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Lloyd's Register Foundation



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.)

Oil gutter way fitted to D.B.tank top in way of E.R.wing tanks, and in hold in way of deep tanks.

Sister Vessel:- "Nichiyō Maru" Yard No.551. Nagasaki Report No.1955.

Plans of ship as built sent under separate cover, viz:-

Midship Section: Construction profile & Deck: W.S.P & Girders: W.T.& O.T.Bulkhead: Stem: Stern Frame & Rudder: Shell expansion: Aux.Engine Seating: Pumping: and also Steel Invoices:

Forging and casting certificates forwarded herewith:-

Stem. Cert No.841: Stern frame. Cert No.833: Rudder. Cert Nos.916 & 927:

Note:-The masts with crosstress are constructed of steel plates and sections electrically welded. In order that after well deck may be clear of all obstructions, shrouds are attached to deck house bulwarks.

The freeboard has been assigned by the Japanese Government Marine Office.

Particulars of Drop Test of Cast Steel Anchors, viz.:-  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.  
1st Bower 40 - 3 - 26 H.D.B. 917 8-2-34.  
2nd " 40 - 3 - 6 " 918 "  
3rd " 40 - 3 - 4 T.K. 929 8-3-34  
Stream. 19 - 0 - 10 H.D.B. 976 25-1-34

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 30.4 ft., R.Q.D. - ft., Bridge 156.75. Forecastle 41. ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Not Jointed.

Tween deck bulkhead above aft deep tank bulkhead dispensed with.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 Dks, steel, 2 Tr.Bms.

Official No. 39,102. : Signal Letters J.R.H.T. Is bottom of Vessel coated with cement Part only if not give particulars of composition Fore & aft peak tanks, Fresh water tanks, Cofferdams, Wells & Bilges, cement coated.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	143	465.91	Fore peak tank,	27.72	262.90
Double bottom, under Engines and Boilers,	44	256.19	After peak tank,	24	227.10
Double bottom, if under Engines only,	/	/	Deep tank, aft, (No.3 Cargo Hold.)	35.75	1145.42
Double bottom, if under Boilers only,	/	/	Deep tank, <del>xxxx</del> in Eng.Rm.	P. 35.75	162.03
Double bottom, forward,	181.75	683.23	Other tanks, if fitted P.W.Tks in Tw.Dks.	S. 5.50	145.08
Total capacity of double bottom	1405.33		(If necessary, furnish further information by sketch.)	S. 11.0	30.22

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

Order for Special Survey No 108

Date 29-12-1932.  
LONDON.

Dates of Surveys held while building

1933.  
Oct 2.4.5.10.23.26 Nov 2.8.11.15.17.20.21.25.28.29 Dec 1.4.8.12.13.16.20.29  
1934.  
Jan.8.11.16.18.20.22.24.25.26.27.30.31 Feb 5.8.9.12.13.15.19.20.24.27.28.  
Mar 1.2.3.6.8.9.10.12.13.16 Apr 5.6.16.25 May 2.4.5.8.11.17.21.26.30 June 1.2.4.