

STEEL STEAMER or MOTORSHIP.

Received at London Office 1 JUN 1931

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

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

Date of completion of report

6th May 1931

Port of

Yokohama

No. 4694.

Survey held at

Yokohama

Date First Survey

28th April 1930

Last Survey

1st May 1931

1931

On the (State if Machinery fitted Aft and

TWIN SCREW MOTORSHIP

"TEIYO MARU"

State Type (Full Scantling, Complete Superstructure

Full Scantling (with Freeboard)

State Type of Erections

Poop, bridge (open), forecastle

TONNAGE under

9043.80

CLASS 100A1

State if with freeboard

Yes.

Built at

Yokohama

Do. of space or spaces

Length from fore part of stem to after part of stern

L 490'0"

Breadth (greatest moulded)

B 64'0"

Depth, at middle of length from top of keel to top

D 39'3"

Total

9043.80

Gross Tonnage

9849.86

Register Tonnage

5722.80

1st Longitudinal Number (L x D) = 19233

2nd Numeral L x (B + D) = 50593

REGISTERED DIMENSIONS.

FEET.

Length

492.20

Breadth

64.00

Depth

39.25

Framing Depth "d," at middle of length. See

Sec. 3 (1d)

Proportions—Depth to Length—Uppermost con-

12.48

Do. Long Bridge to top

10.48

Draught Moulded 28'6"

Managers

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

Residence

Port of Registry

Yokohama

If surveyed while building, afloat, or in dry dock

Building.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. M. M.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. M. M.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships					
	30"		SIDE LONGITUDINALS		
" " from $\frac{3}{4}$ length to Collision			Bracket Floors, Frame	UPPER	43'46
bulkhead				MIDDLE	45'46
" " in peaks				LOWER	48'46
SIDE FRAMING.			FACE ANGLES 3		
Frame Amidships, Angle, E or [250 90' 11		Vertical Struts		
" " Extends up to 2nd dk.			ENGINE ROOM		
FROM CENTRE TO OUTER KEELSON	300 90' 13		CARGO HOLD		
Reversed Frame Amidships, Angle			Centre Girder, depth and thickness amidships		
" " Extends up to			" " top Angles	ENGINE ROOM	96 90' 14 DA
Depth of Framing Girder			" " bottom Angles	CARGO HOLD	90 90' 14 DA
Frames in Uppermost Continuous 'tween	250 90' 12		AS APPROVED		
Decks, Angle, E or [ENGINE SEATING		
BRIDGE			CARGO HOLD ONE		
Second 'tween Decks, Angle, E or [250 90' 11		Margin Plate depth (excl. of flange) and		
" " Third			thickness		
Framing in Peaks, Angle or [250 90' 11		" " Vertical Angle to Tank side		
Diameter and Spacing of Rivets through	SEE SEPARATE		Bracket abaft $\frac{1}{4}$ len. from		
Frame and Shell Plating amid-	LIST		stem		
ships	Yes		" " Vertical Angle to Tank side		
State if Frame Joggled			Bracket forward $\frac{1}{4}$ len. from		
PANTING ARRANGEMENTS (Sec. 7), state	WEB FRAMES		stem		
system and particulars	PANTING STRINGERS		Gussets, spacing and scantling		
STRENGTHENING OF BOTTOM FOR-	BOTTOM FRAMES	5x5x.50	abaft $\frac{1}{4}$ len. from stem		
WARD. State Particulars	BOTTOM PLATING	.78-.76 FROM	" " Gussets, spacing and scantling		
SINGLE BOTTOM.	3/4 L FORWARD TO COLLISION B'HD.		forward $\frac{1}{4}$ len. from stem		
Floors, Depth and thickness at mid-line in			Tank Side Brackets, height above base line		
Holds			at toe of Frame and thickness		
Height of Brackets at side above			INNER BOTTOM PLATING.		
base line at toe of frame			Breadth and thickness of Middle Line Strake		
Middle Line Keelson, on Floors, Angles,			IN ENGINE ROOM		
BOTTOM OF CENTRE LINE [or [Thickness of remainder in Holds		
LONG B'HEAD			Are Rule requirements complied with regarding		
" " Through Plate on	48x.625		increases of scantlings in way of double		
" " Intercoastal Plate			bottom in E. & B. space and framing in		
" " Foundation Plate on			Bunkers and Boiler Room?		
Floors			BEAMS.		
" " Flat Plate Keel Angles	150 150 15		Uppermost Continuous Deck, amidships		
Side Keelsons, No. each side	THREE		in Wells, Angle, E or [
" " thickness of Intercoastal Plate	48'56		" " in way of Bridge, Angle,		
" " Angle FACE BARS DOUBLE	280 90 14		E or [
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	E ROOM 48' EVERY		Second Deck, amidships, Angle, E or [
" " Are Frame and Reversed Frame	FORE HOLD 46' FRAME		Spacing		
joggled?			Third Deck, amidships, Angle, E or [
Bracket Floors, breadth and thickness at			Spacing		
middle line			Fourth Deck, amidships, Angle, E or [
" " breadth and thickness at			Spacing		
margin plate			Poop Deck, Angle, E or [
			Spacing		
			Bridge Deck, Angle, E or [
			Spacing		
			Forecastle Deck, Angle, E or [
			Spacing		

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.....	WIDE SPACED PILLARS & GIRDERS		Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing.....	AT END AS PER APPROVED PLAN		Thickness of Plating abreast Deck openings in way of Wells TANKS	46	
" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds " "			Thickness of Plating within line of ENGINE openings.....	60 - 46	
" " " " "			If Sheathed, material and thickness	NONE	
Centre Line Bulkhead. OILTIGHT			Third Deck.		
Stiffeners and Spacing..... 30" SPACING	230 90 11		Stringer Plate, breadth and thickness.....		
" " " " " " TOP	50		If Plated, state thickness.....		
Plating, thickness of BOTTOM	625		Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....		
Uppermost Continuous Deck.			If Plated, state thickness		
Stringer Plate, breadth and thickness in Wells	68 1.0		Poop Deck.		
" " " " " " in way of Bridge	69 1.12		Stringer Plate, breadth and thickness	69 58 - 50	
" " " " " " POOP FRONT	69 1.29		Plating, Sheathing, material and thickness ..	50 - 42	
" Angle in Wells	200 200 24		PART SHEATHED 2 1/2 O.P.		
" " " " " " AT ENDS	90 90 13		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Wells	76 IN WAY OF TANKS		Stringer Plate, breadth and thickness.....	43 44	
Thickness of Plating abreast Deck openings in way of Bridge	44 AT ENDS		Plating, Sheathing, material and thickness ..	36 2 1/2 O.P. & 2 1/2 TEAK EXPOSED	
Thickness of Plating within line of ENGINE openings.....	MIDSHIP THICKNESS EXTENDS INTO POOP		Forecastle Deck.		
If Sheathed, material and thickness	86		Stringer Plate, breadth and thickness.....	36 50	
Second Deck.			Plating, Sheathing, material and thickness ..	50	
Stringer Plate, breadth and thickness in Wells	51 46				
" " " " " " IN WAY OF TANKS	60 FRS 42-80				
" " " " " " AT ENDS	40 36				

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <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.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	<i>56</i>	<i>1.16</i>	<i>.85</i>	<i>.85</i>		<i>DOUBLE</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>5R-4R</i>	<i>1 1/4</i>	<i>5 1/2</i>	<i>LAPPED</i>	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes <i>ye 78 1/2</i> <i>@ 48</i>		<i>.82</i>	<i>.53</i>	<i>.53</i>		<i>DOUBLE</i>	<i>1</i>	<i>4</i>	<i>5R-4R</i>	<i>1</i>	<i>4 1/2</i>	<i>"</i>	
BILGE PLATING, No. of Strakes <i>@ 42</i> <i>@ 66</i>		<i>.82</i>	<i>.53</i>	<i>.53</i>		<i>"</i>	<i>1</i>	<i>4</i>	<i>5R-3R</i>	<i>1</i>	<i>4 1/2</i>	<i>"</i>	
SIDE PLATING, No. of Strakes <i>ye 73 1/2</i> <i>@ 76 1/2</i> <i>@ 78</i>		<i>.70</i>	<i>.50</i>	<i>.50</i>		<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4R-3R</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Wells WAY BREAK POOP	<i>59 1/2</i>	<i>1.10</i>	<i>.50</i>	<i>.50</i>		<i>"</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>5R-3R</i>	<i>1 1/8</i>	<i>5</i>	<i>"</i>	
UPPER DECK, Sheer-strake in Bridge ...	<i>DOUBLED</i>	<i>.90</i>											
STRAKE BELOW Sheer-strake in Wells.....	<i>72 3/4</i>	<i>.90</i>	<i>.50</i>	<i>.50</i>		<i>"</i>	<i>1</i>	<i>4</i>	<i>5R-3R</i>	<i>1</i>	<i>4 1/2</i>	<i>"</i>	
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING		<i>.67</i>	<i>.42</i>			<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4R-2R</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	
BRIDGE SIDE PLATING ...		<i>.62</i>				<i>SINGLE</i>	<i>3/4</i>	<i>3</i>	<i>2R</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	
FORECASTLE SIDE PLATING			<i>.44</i>			<i>"</i>	<i>3/4</i>	<i>3</i>	<i>1R</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	9 O.T. TO U.DK.
Extending to Upper Deck (Sec. 3 c)	7 O.T. TO 2nd DK.
" Deck next below	2 W.T. TO U.DK. Nos 22 & 190
As per Rule	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	PLATE	KEEL		
STEM	FORGING	17 x 2 7/8		
TWIN SCREW SHAFT BRACKETS	CASTING	AS APPROVED PLAN	KOBE STEEL WORKS	
STERN FRAME { Propeller Post				
Rudder "	CASTING	2 1/4 x 19"	DITTO	
RUDDER—A x D.....	945			
Speed of Vessel.....	14 KNOTS			
RUDDER mainpiece at head ...	CASTING	19"		
" heel ...	"	19"		
how constructed	ARMS CAST TO MAIN PIECE			
" double or single plate	DOUBLE	.54'		
" coupling, vertical or horizontal.....	HORIZONTAL			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
O.T. No. 136.		3		3 HORIZONTAL GIRDERS	
MIDSHIP BULKHEAD, Upper 'tween decks	54 - 34	250 x 90 x 14	30"		
" " Second " "		1 WEB		35 x 42	
" " Third " "		30 x 46		45 x 48	
" " Holds		280 x 90 x 14		40 x 46	
COLLISION " (in Hold)	56 - 30	180 x 75 x 10.5	24"	280 x 90 x 14	6'0"
AFTER PEAK " " 	54 - 30	300 x 90 x 14.5	24"	280 x 90 x 12	6'0"

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Lutchoffnungslutte A.G., Vereinigte Stahlwerke A.G., Eisen- & Stahlwerke Hoersch A.G., Clippon Kohlen & L.
	Has the Steel been tested as required by the Rules? Yes.

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EQUIPMENT No. 52245										LETTER	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.				
1032	1st Bower ...	91	1	22				64	0	0	0	85 5/16	Halls Patent	Kobe Steel Wks.	Kobe 2/8/30 at D. Morrison
1035	2nd „ ...	91	2	17				64	0	0	0	85 5/16	Ditto	Ditto	Ditto
1036	3rd „ ...	91	1	6				64	0	0	0	85 5/16	Ditto	Ditto	Ditto
	Collective weight	274	1	14								257 1/2			
1033	Stream	26	2	12	7	0	0	26	1	3	14		Ordinary Stock	Ditto .	Ditto

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- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Cir.					Length.	Cir.		Length.	Cir.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1742	334 1/2	2 1/2	125 1/2	175 1/2	1319.1.9			120	300	2 1/2	Stud link	Osaka Chain Wks.	Kobe 2/10/30 Y. Jo	TOWLINE...	130	5 1/2	88		
														HAWSERS & WARPS	MANILLA				
															4 @				
															100	8	27.6		
		Dir.																	
Stream Chain or Steel Wire	120	5"	73	1								Tokyo Seiko K.	Kanagawa 1/12/30 J. F. Nicholas.						
		6/24																	

Steering Gear, Steam *Efficient* Steering Gear, Hand *Efficient* *Pire purchase to wheel.*
Boats 4. *1 @ 28 x 8.5 x 3.6* Steering Chains, Size and Test *Telemotor* Windlass *Steam efficient*
1 - 28 x 8.45 x 3.5
1 - 18.05 x 6.05 x 2.35
1 - 19.05 x 5.30 x 2.00
Ceiling in Holds, thickness and material *2 1/2 O.P.* Cargo Battens, thickness, material and spacing *2" O.P. 8" apart*
Cargo Hatchways.—(Upper Deck) *One cargo hatchway forward* Thickness of Hatches *3" O.P.*
15' 9" x 14' 0" coaming 2' 0" x 4 1/4
Remaining hatchways airtight
Size of No. 1 Hatchway (Forward) *15' 9" x 14' 0"* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*
Number of Shifting Beams and/or Fore and Afters *2 shifting beams* *7 1/2" 13 x 4 1/4, 75 x 75 x 12 eng.*

Builder's Signature

S. Tenuetsu.

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 positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

All double bottom tanks, fore and after peak tanks, oil fuel tanks and oil cargo tanks were tested to rule requirements and found satisfactory.
All weather decks were hose tested and found watertight.
The vessel was built as per approved plans.
The workmanship and materials are good.
Oil fuel is carried in deep tanks forward and aft.
A copy of the midship section of the vessel as built also copies of forging and casting certificates are enclosed.

The amount of Entry Fee *4* : 110
FREEBOARD 225
Special Survey Fee... "E 10040
KOBE " 236
YOKOHAMA
Travelling Expenses, if any £ : 22
Fees applied for, 9/5/1931
Received by me, 7.7.1931

I am of opinion the Vessel should be Classed *100 A1 with freeboard.*
Carrying petroleum in bulk

State whether the Vessel has been built under Special Survey

Signature

A. W. Glashan.

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *YOKOHAMA* Date of issue *11/6/31.*

Committee's Minute

FRI. 5 JUN '31

Character assigned

+ 100A1 with freeboard

Carryng petrol. in bulk

+ L. Inc. 5,31 C.L.

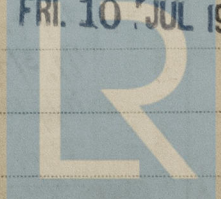
Lloyd's A & G.

Oil Eng. 2 D.B. 180 lb. D.B. (C) 120 lb

write X

My

FRI. 10 JUL 1931



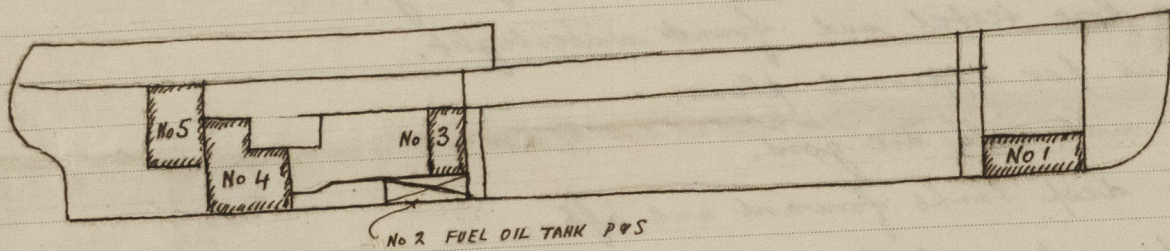
Lloyd's Register Foundation

02422/2

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.)

Spacing rivets through frames & shell plating

Side frames to shell in cargo oil spaces	$\frac{7}{8}$ dia. $5\frac{1}{4}$ spacing
" " " " oil fuel "	" $4\frac{7}{8}$ "
" " " " cargo space forward	" " "
" " " " peaks	" $5\frac{3}{4}$ "
" " " " elsewhere	" $4\frac{7}{8}$ "
Bottom frames to shell in cargo oil spaces	" " "
forward of $\frac{3}{5} L$	" 4 "
Side and bottom longitudinals to shell	" " "



Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	53.1.13	A.D.M.	2/8/30	1032
	2nd "	52.3.11	"	"	1035
	3rd "	53.0.8	"	"	1036
	STREAM	24.2.17	"	"	1033

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 166 ft., R.Q.D. ft., Bridge 42.5 ft., Forecastle 42.75 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) 2 DKS (STL)

Official No. 36910 ; Signal Letters VKPR. Is bottom of Vessel coated with cement NO if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	°Length. Feet.	Water Capacity, 35 C.F. PER TON Tons.	Where Fitted.	°Length. Feet.	Water Capacity, 35 C.F. PER TON Tons.
Double bottom, aft, 9 CARGO OIL TANKS	235.75	14,131	Fore peak tank,	28.40	127
Double bottom, under Engines and Boilers,			After peak tank,	22.00	226
Double bottom, if under Engines only, No 2 O.S. Tank	70.00	365	Deep tank, No 1 FORWARD	49.50	301
Double bottom, if under Boilers only, SUMMER TANKS	215.00	2079	Deep tank, No 3 FORE END ENGINE ROOM	17.50	333
Double bottom, forward, RESERVE OIL FUEL " "	27.75	430	Deep tank, forward, No 4 AFT	30.00	622
			Other tanks, if fitted, No 5 " " "	21.50	413

Total capacity of double bottom
* The wells are not to be included in the lengths of the tanks.
(If necessary, furnish further information by sketch.)

Order for Special Survey No. 17.

Date 22-8-1929

Dates of Surveys held while building

28/4, 6/5, 14/5, 15/5, 17/5, 19/5, 20/5, 22/5, 27/5, 30/5, 3/6, 6/6, 9/6, 14/6, 17/6, 18/6, 23/6, 24/6, 26/6, 28/6, 29/6, 3/7, 7/7, 8/7, 15/7, 28/7, 31/7, 5/8, 6/8, 8/8, 12/8, 14/8, 15/8, 18/8, 21/8, 22/8, 26/8, 29/8, 1/9, 3/9, 8/9, 9/9, 16/9, 17/9, 23/9, 25/9, 29/9, 1/10, 3/10, 6/10, 7/10, 10/10, 11/10, 14/10, 18/10, 20/10, 22/10, 27/10, 29/10, 31/10, 1/11, 6/11, 12/11, 17/11, 19/11, 22/11, 25/11, 27/11, 2/12, 5/12, 8/12, 9/12, 17/12, 19/12, 23/12, 27/12, 30/12, 10/1, 13/1, 19/1, 26/1, 2/2, 6/2, 13/3, 20/3, 31/3, 10/4, 20/4, 28/4, 1/5/31.

Total No. of Visits 87