

## STEEL STEAMER or MOTORSHIP.

Received at London Office 28 DEC 1929

State if Report has been sent on the Freeboard of the Vessel **Yes (Kobe).**State if Report is sent on the Machinery of the Vessel **Yes**Date of completion of report **28th November 1929.**Port of **NAGASAKI.**No. **1700.**Survey held at **NAGASAKI.**Date First Survey **15th October 1928.** Last Survey **31st October, 1929.**On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw) **Steel Twin Screw Motor Vessel "BUENOS AIRES MARU".**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **Complete Superstructure without tonnage opening.** State Type of Erections **Bridge and Forecastle.**TONNAGE under 6,031.77  
Tonnage DeckCLASS **+100AI.**State if with freeboard as condition of Class **Yes**Built at **Nagasaki.**Do. of space or spaces between Tonnage Dk. and Upper Dk. **1,943.08**Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **L 460.0**Launched **11th May 1929.** Yard No. **456.**Total **7,974.85**Breadth (greatest moulded) **B 62.0**Builders **Nagasaki Works, Mitsubishi Zosen Kaisha, Ltd.,**Tonnage **9,625.65**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 39.5**Owners **Osaka Shosen Kabushiki Kaisha.**Tonnage **5,854.27**1st Longitudinal Number (L x D) **= 18363**Managers **/**  
(Where necessary to be entered in Reg. Book.)STERED DIMENSIONS.  
FEET.**460.0****62.0****39.5**2nd Numerical L x (B + D) **= 46883.2**Framing Depth "d," at middle of length. See Sec. 3 (1d) **18'-0"**Proportions—Depth to Length—Uppermost continuous deck to top of keel **11.65**Do. Long Bridge to top of keel **9.69**Draught Moulded **25'-9.96"**Residence **Osaka.**Port of Registry **Osaka.**

If surveyed while building, afloat, or in dry dock

**While building.**

## 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.
ES, Spacing amidships	33			✓	Bracket Floors, Frame	B.A.	7	3 1/2	.38
" from 1/2 length to Collision bulkhead	27			✓	" " Reversed Frame	B.A.	6	3	.42
" in peaks	24			✓	" " Vertical Struts	(B.A. Ch.)	6	3	.42
FRAMING.					Centre Girder, depth and thickness amidships		48	.62	
ne Amidships, <del>XXXXXX</del> [	11	3 1/2	.54	✓	" " top Angles	D.A.	3 1/2	3 1/2	.56
" Extends up to	3rd Deck				" " bottom Angles	D.A.	5	5	.66
rsed Frame Amidships, Angle	/				Side Girders, No. each side and thickness		2		.44
" " Extends up to	/				Margin Plate depth (excl. of flange) and thickness		39		.56
th of Framing Girder	11			✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		6	6	.48
mes in Uppermost Continuous 'tween Decks, <del>XXXXXX</del> [	8	3 1/2	.36	at alt. frame.	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem		6	6	.48
" Second 'tween Decks, Angle, <del>XX</del> [	8	3 1/2	.36	at alt. frame.	" " Gussets, spacing and scantling abaft 1/2 len. from stem		.48	.44	continuous plate.
" Third " " " "	11	3 1/2	.54		" " Gussets, spacing and scantling forward 1/2 len. from stem		.44	"	"
ming in Peaks, <del>XXXXXX</del> [	8	3 1/2	.42		Tank Side Brackets, height above top of keel at toe of Frame and thickness		86		.50
meter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 dia 5 1/2 in holds,				INNER BOTTOM PLATING.				
te if Frame Joggled	Yes				Breadth and thickness of Middle Line Strake		56	.56	.46
ING ARRANGEMENTS (Sec. 7), state system and particulars	Deep frame Arrangement Frs. 11x3 1/2 x .54BA with 5x3 1/2 x .46A extending to 3rd Deck.				Thickness of remainder in Holds			.48	.42
NGTHENING OF BOTTOM FOR VARD. State Particulars	Add Int. side girder fitted @ 8'-0" apart & half height girder extending as far as practicable.				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		
LE BOTTOM.					BEAMS.				
ors, Depth and thickness at mid-line in Holds	Three strakes of shell plating next to keel maintained .68 to collision bulkhead.				Uppermost Continuous Deck, amidships in Wells, Angle, <del>XXXXXX</del> [		8x3x3x.42		
Height of Brackets at side above base line at toe of frame					" " in way of Bridge, Angle, <del>XXXXXX</del> [		8x3x3x.42		
Idle Line Keelson, on Floors, Angles, [ or [					Spacing		33		
" " " Through Plate or Intercostal Plate					Second Deck, amidships, <del>XXXXXX</del> [		8x3x3x.42		
" " " Foundation Plate on Floors					Spacing		33		
" " " Flat Plate Keel Angles					Third Deck, amidships, <del>XXXXXX</del> [		8x3 1/2 x 3 1/2 x .50		
e Keelsons, No. each side					Spacing		8x3x3x.38		
" thickness of Intercostal Plate							33		
" Angles					Fourth Deck, amidships, Angle, [ or [				
DOUBLE BOTTOM.					Spacing				
Solid Floors, thickness and spacing	.44 99				Poop Deck, Angle, [ or [				
" " Are Frame and Reversed Frame joggled?	Frame only				Spacing				
Bracket Floors, breadth and thickness at middle line	.44 34 1/2				Bridge Deck, <del>XXXXXX</del> [		8x3x3x.42		
" " breadth and thickness at margin plate	.44 34 1/2				Spacing		33		
					Forecastle Deck, Angle, [ or [		8x3x3x.34		
					Spacing		24 & 27		



# PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.	
in 'tween Decks, Size and Spacing.....					Widely					
" " " " " "					Spaced					
" " " " " "					Pillars.					
in Holds " " " "										
Centre Line Bulkhead.										
Stiffeners and Spacing.....										
Plating, thickness of .....										
STRINGERS AND DECKS.										
Uppermost Continuous Deck.										
Stringer Plate, breadth and thickness in Wells	66		.75							
" " " " " " in way of Bridge	66		.44							
" " " " " " Angle in Wells .....	6	6	.75							
Thickness of Plating abreast Deck openings in way of Wells .....			.54							
Thickness of Plating abreast Deck openings in way of Bridge .....			.51							
Thickness of Plating within line of openings...	.44	&	.36							
If Sheathed, material and thickness ...	3" O.P.	where exposed								
Second Deck.										
Stringer Plate, breadth and thickness in Wells...	51		.46							
Stringer Plate, breadth and thickness in way of Bridge	51		.40							
Thickness of Plating abreast Deck openings in way of Wells .....			.42							
Thickness of Plating abreast Deck openings in way of Bridge .....			.36							
Thickness of Plating within line of openings...			.36							
If Sheathed, material and thickness ...	2" O.P.	in Crews quarters.								
Third Deck.										
Stringer Plate, breadth and thickness.....	51	.34	.42							
If Plated, state thickness.....		.30	.42							
Fourth Deck.										
Stringer Plate, breadth and thickness.....										
If Plated, state thickness .....										
Poop Deck.										
Stringer Plate, breadth and thickness .....										
Plating, Sheathing, material and thickness ...										
Bridge Deck.										
Stringer Plate, breadth and thickness.....	66	.50								
Plating, Sheathing, material and thickness ...	.42	3" O.P.	where exposed.							
Forecastle Deck.										
Stringer Plate, breadth and thickness.....	36	.38								
Plating, Sheathing, material and thickness ...	.30	3" O.P.	Teak in way of windlass.							

## SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			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 .....	55	.86	.76	.76	✓	Double	1	3 2/3	4 - 3	1	4	Lapped	
" DBLG. (if any) .....	71 5/8												
BOTTOM PLATING, No. of Strakes 4 .....	77 3/4	.68	.52	.52		Double	7/8	3 1/3	4 - 3	7/8	3 1/2 - 3	Lapped	
BILGE PLATING, No. of Strakes 1 .....	78 1/2	.68	.52	.52		"	"	"	"	"	"	"	
SIDE PLATING, No. of Strakes 4 .....	77 1/2	.66	.50	.50		"	"	"	3	"	3	"	
UPPER DECK, Sheer-strake in Wells.....	82 5/8	.77	.50	.50	1.16 @ Bridge ends.	"	"	"	5	1 1/2	5.6	at B ends	
UPPER DECK, Sheer-strake in Bridge ...	71 5/8	.66	--	--	(Increased .04 as Compensation for 12" air port .81).	"	"	"	4 - 3	7/8	3 1/2 - 3	"	
STRAKE BELOW Sheer-strake in Wells.....	58 3/8	.70	.50	.50		"	"	"	4	"	3 1/2	"	
STRAKE BELOW Sheer-strake in Bridge ...	78 3/8	.66				"	"	"	3	"	3	"	
POOP SIDE PLATING .....	78 3/8					"	"	"	4 - 3	"	3 1/2 - 3	"	
BRIDGE SIDE PLATING ...		.58				Double	7/8	3 1/3	3	"	3	"	
FOREC'TLE SIDE PLATING			.44			Single	3/4	3	1	3/4	3 5/8	"	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—				
Extending to Upper Deck (Sec. 3 c) .....				7
" Deck next below .....				
As per Rule .....				7
For particulars of other bulkheads, please see approved plan.				
	Plating Thickness.	STIFFENERS.		
		VERTICAL.	HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.
MIDSHIP BULKHEAD, Upper 'tween decks	115	.26	5x3x.30A	27-29
" " Second	115	.32-.28	6x3x.36BA	31
" " Third		.52-.34		30-31
" " Holds	115		12x3 1/2x3 1/2x.44/.60	
COLLISION " (in Hold)	167	.54-.30	10x3 1/2x.44/.60	24
AFTER PEAK " "	11	.70-.32	8x3x.36BA	24

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	/			
STEM .....	F.S.	10 1/2 x 2 1/2	Lanarkshire Stl Co.	
STERN FRAME { Rudder .....	C.S.	See plan	Kobe Steel Works.	
	"	"	Kobe Stl Wks. & Mitsubishi Nag. Wks.	
RUDDER—A x D .....	938	"	Kawasaki Dkyd. Kobe.	
Speed of Vessel .....	14 knots.			
RUDDER mainpiece at head ...	F.S.	14"	Kawasaki Dkyd. Kobe.	
" " heel ...	"	11"		
" how constructed .....	Semi balanced, single plate, forged steel main piece & C.S. arms.			
" double or single plate	Single	1.16		
" coupling, vertical or horizontal .....	Horizontal	35 1/2" dia.		

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth Process.

STEEL. Lanarkshire Steel Co. David, Colville & Sons Ltd. Bolckow, Vaughan & Co. Scottish Iron & Stl Co. Consett Iron Co. Steel Co of Scotland Ltd. Pease & Partners Ltd. Cargo Fleet Iron Co. Dorman Long & Co. Vereinigte Stahlwerke A.G. Gutehoffnungshutte, A.G. Klockner Werke A.G.

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



EQUIPMENT No.49616.4											LETTER	at	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.			
951	1st Bower ...	83	0	16				60	0	0	0		Halls type	Kobe Stl Wks	Kobe
949	2nd „ ...	82	3	25				60	0	0	0		"	"	8-1-29 A.W.
950	3rd „ ...	82	2	14				60	0	0	0		"	"	7-1-29 A.W.
	Collective weight.	248	2	27								244 - 2 - 0			7-1-29 A.W.
955	Stream .....	25	1	3	6	3	1	24	19	1	14	25 - 0 - 0	Ordinary.	"	Kobe 8-1-29 A.W.

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 and size per Table 53.	Length and size per Table 53.	Length and size per Table 53.	Length and size per Table 53.	Length and size per Table 53.
	Length.	Diam.	Ins.	qrs.	lbs.	Supplied.	Per Rule.	Length.	Diam.			Length.	Cir.	Ins.	qrs.	lbs.	Length.	Cir.	Ins.
1609	311-6	2-16	116	16	3	1103-2-3	989-0-0	300	2-16	SL. Chain Wks.	Osaka.	12-2-29 Y. Jo.	8-1-130	5-1	88-0	130	6-1	130	6-1
	120	4-1						120	5-1	SW.									
	Steel Wire	8.Flex.																	

Steering Gear, Steam **Brown Bros Electro Hydraulic.** Steering Gear, Hand **/**

Boats **6-30 ft Lifeboats- Open.**  
**8-20 ft " " Decked.**  
**2-26 ft " " Open.**  
**6-26 ft " " Decked.**  
**Open.**

Ceiling in Holds, thickness and material **2 1/2" Pine laid on** Cargo Battens, thickness, material and spacing **6"x 2", not more than 8" apart.**  
**2" Pine battens.**

Cargo Hatchways.-(Upper Deck) **Plates and Angles & wood covers** Thickness of Hatches **3" O.Pine.**

Size of No. 1 Hatchway (Forward) **20'3"x16'0" No. 2 27'6"x18'0" No. 3 16'6"x18'0" No. 4 24'9"x18'0" No. 5 19'3"x16'0" No. 6**

Number of Shifting Beams ~~2-2-2-2-2-2-2-2-2-2~~ **No.1-3. No.2-5. No.3-3. No.4-4. No.5-3.**

Builder's Signature *S. Motomura*

GENERAL DECLARATION **The vessel has been built in accordance with the Rules and Approved plans.**

**The materials and workmanship are good.**

**The Freeboard has been verified and the Freeboard Marks have been cut in on the vessel's side.**

**The Fore & Aft Peak Tanks, Double bottom tanks, Fuel oil tanks, at side of tunnels, Fresh water y tanks, Weather decks and gutterways and O.T. & W.T. Bulkheads have been satisfactorily tested.**

**Note:- Vessel has Cruiser stern.**

**Plans sent under separate cover of:- Midship Section. Construction, Profile & Deck (2 in No).**

**O.T.& W.T.Bulkhead. Pillars, Piller Girders. Stern frame & Cut up Casting. Shaft Bracket.**

**Rudder. Air, Sounding pipe & Pumping Arrangement.**

The amount of Entry Fee ..... **¥ 111:16:** Fees applied for, **5. 11. 1929**

Special Survey Fee.... **¥ 6679:15:** I am of opinion the Vessel should be Classed **\*100A1**  
**Freeboard. ¥ 225:00** with freeboard.  
 Travelling Expenses, if any **¥ 70:00:** Received by me, **18. 11. 1929**  
 (Kobe)

State whether the Vessel has been built under Special Survey **Yes** Signature *George Anderson*  
 Certificate to be sent to **Nagasaki.** Date of issue **7/1/30** Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUE 7 JAN 1930**

Character assigned **+ 100A1**  
**With freeboard**

*Lloyd's arCP + Limb 10.29 Oil Engines*  
*S.B. -120 H. CL.*

*My*

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The Surveyors are requested not to write on or below the Committee's Minute.



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	48-1-26	A.W.	951	23-10-28.
	2nd "	48-3-18	"	949	26-10-28.
	3rd "	48-2-16	"	950	18-10-28.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop - ft., R.Q.D. - ft., Bridge 79.75 ft., Forecastle 51.2 (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 Dks (stl u-ws)

Official No. 35178. ; Signal Letters V.B.K.Q. Is bottom of Vessel coated with cement if no

particulars of composition Fore & Aft Peak tanks. F.W.tanks, Cofferdams and wells cement washed. Fuel oil tanks coated with oil,

PARTICULARS OF WATER BALLAST.—							
Where Fitted.		*Length.	Water Capacity.	Where Fitted.		*Length.	Water
		Feet.	Tons.			Feet.	
Double bottom, aft,		101.75	174.03	Fore peak tank,		24.5	1
Double bottom, under Engines and Boilers,		/	/	After peak tank,		18.0	1
Double bottom, if under Engines only,		85.25	558.01	Deep tank, aft, F.W.P & S sides (62-68) Total		16.5	3
Double bottom, if under Boilers only,		/	/	Deep tank, forward, F.O. tank P&S (93-100) "		19.25	6
Double bottom, forward,		188.0	717.10	Other tanks, if fitted, Tunnel side F.O. tank, (P&S) 29-61 Total.		88.0	7
		Total capacity of double bottom	1449.14	(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. 85.

Date 11th April 1928 (London).

Dates of Surveys held while building

1928 Oct 15.23 Nov 5.7.13.19.22.26.27.28 Dec 8.11.13.17.19.21.

1929 Jan 4.7.9.10.12.16.18.23.24.25.30.31 Feb 4.5.9.12.13.15.17.19.25.27 Mar 1.4.5.6.7.11.13.14.15.18.20.21.22.28.30 Apr 2.4.5.8.10.15.16.17.19.20.22.23.24.26.27 May 1.6.8.11.15.16.17.24.25 June 1.10.22.27 Jul 2.9.17.23.25 Aug 2.6.7.8.20.28.30 Sep 3.5.6.9.10.11.20.24.30 Oct 4.11.21.22.24.25.29.30.31.

Total No. of Visits