

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

*11 July 1929*Port of *Kobe*No. *6576*

Survey held at

*Yama*Date First Survey *26 Dec. 1928*Last Survey *1st July**1929*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

steel single screw motorship "SENSAN MARU"

State Type

(Full Scantling, Complete Superstructure with or without Tonnage Openings)

*full scantling*State Type of Erections *P.B.F.*

TONNAGE under Tonnage Deck

2308.4

CLASS

*+100 A.I.*State if with freeboard as condition of Class *no*

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 *325*

Breadth (greatest moulded)

B *46.5*

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

D *21.5*1st Longitudinal Number (L x D) = *6984.5*2nd Numeral L x (B + D) = *22100*

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

18'-5"

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

15/12

Do. Long Bridge to top of keel

*11/11*Draught Moulded *17'-11.06"*

Built at

Yama

Launched

*25.5.29*Yard No. *160*

Builders

Mitsui Bussan Kaisha

Owners

Dairen Kisen Kaisha

Managers

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

Residence

Port of Registry

Dairen

If surveyed while building, afloat, or in dry dock

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. |
|--------------------------------------------------------------------------|-------------------------------------|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------------------------------------------|
| FRAMES, Spacing amidships | <i>30</i> | | Bracket Floors, Frame | <i>8 3 .44</i> | |
| " " from 1/2 length to Collision bulkhead | <i>27</i> | | " " Reversed Frame | <i>8 3 .34</i> | |
| " " in peaks | <i>24</i> | | " " Vertical Struts | <i>8 3 .34</i> | |
| SIDE FRAMING. | | | Centre Girder, depth and thickness amidships | <i>34 .46</i> | |
| Frame Amidships, Angle, E or C | <i>9 3 1/2 .46</i> | | " " top Angles | <i>3 3 .44</i> | |
| " " Extends up to | <i>Upper Deck</i> | | " " bottom Angles | <i>3 1/2 3 1/2 .48 .50</i> | |
| Reversed Frame Amidships, Angle | <i>-</i> | | Side Girders, No. each side and thickness | <i>one .34</i> | |
| " " Extends up to | <i>-</i> | | Margin Plate depth (excl. of flange) and thickness | <i>27 .44</i> | |
| Depth of Framing Girder | <i>B.A. 9</i> | | " " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem | <i>3 3 .42</i> | |
| Frames in Uppermost Continuous 'tween Decks, Angle, C or E | <i>-</i> | | " " Vertical Angle to Tank side Bracket forward 1/2 len. from stem | <i>5 5 .40</i> | |
| " " Second 'tween Decks, Angle, C or E | <i>-</i> | | " " Gussets, spacing and scantling abaft 1/2 len. from stem | <i>5 5 .48</i> | |
| " " Third " " " " | <i>-</i> | | " " Gussets, spacing and scantling forward 1/2 len. from stem | <i>6 6 .62</i> | |
| Framing in Peaks, Angle, E or C | <i>6 3 .34</i> | | Tank Side Brackets, height above base line at toe of Frame and thickness | <i>52 .42 .40</i> | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | <i>3/4 6 1/2 dia. apart</i> | | INNER BOTTOM PLATING. | | |
| State if Frame Joggled | <i>Yes</i> | | Breadth and thickness of Middle Line Strake | <i>66 .44 .36</i> | |
| PANTING ARRANGEMENTS (Sec. 7), state system and particulars | <i>Deep Frames</i> | | Thickness of remainder in Holds | <i>40 .36</i> | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | <i>Solid floor every frame</i> | | 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? | <i>Yes</i> | |
| SINGLE BOTTOM. | | | BEAMS. | | |
| Floors, Depth and thickness at mid-line in Holds | <i>-</i> | | Uppermost Continuous Deck, amidships in Wells, Angle, E or C | <i>6 3 .5 .46 .30</i> | |
| Height of Brackets at side above base line at toe of frame | <i>-</i> | | " " in way of Bridge, Angle, E or C | <i>7 3 .34</i> | |
| Middle Line Keelson, on Floors, Angles, C or E | <i>-</i> | | Spacing | <i>30</i> | |
| " " Through Plate or Intercoastal Plate | <i>-</i> | | Second Deck, amidships, Angle, C or E | <i>-</i> | |
| " " Foundation Plate on Floors | <i>-</i> | | Spacing | <i>-</i> | |
| " " Flat Plate Keel Angles | <i>-</i> | | Third Deck, amidships, Angle, C or E | <i>-</i> | |
| Side Keelsons, No. each side | <i>-</i> | | Spacing | <i>-</i> | |
| " " thickness of Intercoastal Plate | <i>-</i> | | Fourth Deck, amidships, Angle, C or E | <i>-</i> | |
| " " Angles | <i>-</i> | | Spacing | <i>-</i> | |
| DOUBLE BOTTOM. | | | Poop Deck, Angle, E or C | <i>7 8 3/3 .34</i> | |
| Solid Floors, thickness and spacing | <i>34 Every 3rd F. Cal at Seams</i> | | Spacing | <i>30 124</i> | |
| " " Are Frame and Reversed Frame joggled? | <i>No</i> | | Bridge Deck, Angle, E or C | <i>7 3 .34</i> | |
| Bracket Floors, breadth and thickness at middle line | <i>28 .38</i> | | Spacing | <i>30</i> | |
| " " breadth and thickness at margin plate | <i>31 .38</i> | | Forecastle Deck, Angle, E or C | <i>6 8 3/3 .36 .34</i> | |
| | | | Spacing | <i>30 27 24</i> | |

| 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..... | <i>W.S.P. as per plan</i> | | | | |
| " in 'tween Decks, Size and Spacing..... | - | | Stringer Plate, breadth and thickness in way of Bridge | ✓ | |
| " " " " " " | - | | Thickness of Plating abreast Deck openings in way of Wells | ✓ | |
| " " " " " " | - | | Thickness of Plating abreast Deck openings in way of Bridge | ✓ | |
| " in Holds " " " " | - | | Thickness of Plating within line of openings.. | - | |
| " " " " " " | - | | If Sheathed, material and thickness | - | |
| Centre Line Bulkhead. | | | Third Deck. | | |
| Stiffeners and Spacing..... | ✓ | | Stringer Plate, breadth and thickness..... | - | |
| Plating, thickness of | ✓ | | If Plated, state thickness..... | ✓ | |
| STRINGERS AND DECKS. | | | Fourth Deck. | | |
| Uppermost Continuous Deck. | | | Stringer Plate, breadth and thickness..... | - | |
| Stringer Plate, breadth and thickness in Wells | $\frac{78}{78} \frac{.74}{.54}$ | | If Plated, state thickness | ✓ | |
| " " " " in way of Bridge | $\frac{78}{72} \frac{.34}{1.04}$ | | Fifth Deck. | | |
| " Angle in Wells | $\frac{6}{6} \frac{.74}{.74}$ | | Stringer Plate, breadth and thickness | 30 | .32 |
| Thickness of Plating abreast Deck openings in way of Wells | $\frac{.74}{.54}$ | | Plating, Sheathing, material and thickness .. | .32 | |
| Thickness of Plating abreast Deck openings in way of Bridge | .30 | | Bridge Deck. | | |
| Thickness of Plating within line of openings.. | .40 | | Stringer Plate, breadth and thickness..... | 48 | .42 |
| If Sheathed, material and thickness | - | | Plating, Sheathing, material and thickness .. | $\frac{.40}{.32}$ | <i>OP. 5' x 2' in way of accommodation</i> |
| Second Deck. | | | Forecastle Deck. | | |
| Stringer Plate, breadth and thickness in Wells.. | ✓ | | Stringer Plate, breadth and thickness..... | 30 | .32 |
| | | | Plating, Sheathing, material and thickness .. | .32 | |

| SHELL PLATING. <i>amid ship.</i> | | | | | | | | | | | | | |
|---------------------------------------------|---------------|--------------|--------------------------------|--------------|------------------------------------------------|------------------|-------------------|--------------|--------------------|------------------------|---------|-----------------------------|---------------------|
| SCANTLINGS. | | | | | RIVETING. | | | | | | | | |
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. <i>no</i> | | | | BUTTS. | | | |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if jogged? | SINGLE OR DOUBLE. | RIVETS. | | No. OF ROWS OF RIVETS. | RIVETS. | | STRAFFED 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 | 60 | .66 | .58 | .58 | | Double | 7/8 | 3 1/2 | three | 7/8 | 3 1/8 | Lapped | |
| „ DELG. (if any) | - | - | - | - | | ✓ | | | | | | | |
| BOTTOM PLATING, No. of Strakes <i>three</i> | 60 | .60 | .54 | .50 | | Double | 7/8 | 3 1/2 | three | 7/8 | 3 1/8 | Lapped | |
| BILGE PLATING, No. of Strakes <i>one</i> | 60 | .60 | .46 | .48 | | " | " | " | " | " | " | " | |
| SIDE PLATING, No. of Strakes <i>two</i> | 60 | .58 | .42 | .42 | | " | " | " | " | " | " | " | |
| UPPER DECK, Sheer-strake in Wells..... | 48 | <i>90/56</i> | <i>.58 doubling at B. ends</i> | | | " | <i>1 1/8</i> | <i>4 1/2</i> | <i>fine</i> | 1 | 4 1/2 | " | |
| UPPER DECK, Sheer-strake in Bridge ... | 48 | <i>90/58</i> | | | | " | <i>7/8</i> | <i>3 1/2</i> | <i>three</i> | 7/8 | 3 1/8 | <i>strakes & Lapped</i> | |
| STRAKE BELOW Sheer-strake in Wells..... | 60 | <i>72/56</i> | <i>4 1/2</i> | <i>4 1/2</i> | | " | " | " | <i>four</i> | 1 | 4 | <i>Lapped</i> | |
| STRAKE BELOW Sheer-strake in Bridge ... | 60 | <i>72/58</i> | | | | " | " | " | <i>three</i> | 7/8 | 3 1/8 | " | |
| POOP SIDE PLATING | | | | .34 | | Single | 3/4 | 3 | two | 3/4 | 2 5/8 | " | |
| BRIDGE SIDE PLATING ... | | .48 | | | | Single D.O. and | 3/4 | 3 | three | 3/4 | 2 5/8 | " | |
| FORECASTLE SIDE PLATING | | | .38 | | | Single | 3/4 | 3 | two | 3/4 | 2 5/8 | " | |

| WATERTIGHT BULKHEADS. | | | | | | FORGINGS AND CASTINGS. | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|----------------------------------------------------------------|----------------------------------------|----------------------|-------------------------------------------------------|
| Total No. of W.T. BULKHEADS in Vessel— | | | | | | Casting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. |
| Extending to Upper Deck (Sec. 3 c) <i>five</i> | | | | | | KEEL, Bar | - | - | - |
| Deck next below <i>five</i> | | | | | | STEM | <i>Forging</i> | <i>2 1/2 x 8</i> | <i>Kobe Iron Works</i> |
| As per Rule | | | | | | STERN FRAME { Propeller Post ... C.Steel | <i>Special plate Sumitomo I. Works</i> | | |
| | | | | | | Rudder " C.Steel | <i>a ke plan</i> | | |
| STIFFENERS. | | | | | | RUDDER—A X D..... | <i>248-34</i> | | |
| | | Plating Thickness. | VERTICAL Scantlings / Spacing. | HORIZONTAL Scantlings / Spacing. | | Speed of Vessel..... | <i>12 knots</i> | | |
| MIDSHIP BULKH'D, Upper tween decks | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | RUDDER mainpiece at head | <i>Forging</i> | <i>8"</i> | <i>Sumitomo I. Works</i> |
| Second F.61 } .28 / 38 59x30x46 3 1/2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | " " | <i>Castng</i> | <i>a ke plan</i> | |
| Third F.74 } | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | " " | <i>Built</i> | | |
| " Holds F.100 .28 / 40 101x30x50 3 1/2 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | " how constructed | <i>Double</i> | <i>3/8</i> | |
| " COLLISION " (in Hold) F.126 .26 / 46 81x20x46 24 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | " double or single plate coupling, vertical or horizontal..... | <i>Vertical Scarphed</i> | | |
| AFTER PEAK " F.7 .30 / 46 81x20x52 24 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | | | |
| Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) | | | | | | <i>Open Heart</i> | | | |
| STEEL. (1) Kawasaki Dockyard Co (2) Yawata Steel Works (3) Arano Ship Building Co (4) Dorman Long & Co (5) Bolchov Vaughan (6) Carnegie Steel Corp (7) Besse & Partners | | | | | | | | | |
| Has the Steel been tested as required by the Rules? Yes | | | | | | | | | |

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GENERAL DECLARATION This vessel has been built under special survey in accordance with the Rules + approved plans. The materials + workmanship are good. The requirements of Section 20 of the Rules for oil fuel F.P. above 150°F have been complied with. In our opinion the vessel is now entitled to the notation "fitted for oil fuel - 7/29 F.P. above 150°F" "pt. cem". Lloyds A+P.C. "Wireless", "Electric light" + "Cargo battens not fitted" in the Register Book

Sechs, Tunnel - B.H. Liles after me - found Saboteur La Celles 13/7/29

| | | | |
|----------|------|----|---------|
| 25.0.22 | 2892 | 21 | 42.1.42 |
| 25.01.01 | 1024 | HA | 41.1.42 |
| 25.1.22 | 2182 | 21 | 4-0-22 |

The amount of Entry Fee $\pounds 65$: - : / Fees applied for, *July 12th 1929* *adm*
Special Survey Fee.... $\pounds 34.79$: - : Received by me, *28.10.29*
(including Travelling Expenses, if any) $\pounds 299$: - : *yes*
State whether the Vessel has been built under Special Survey _____
Certificate sent to *Kbe Cpn* Date of issue *16/8/29*
Committee's Minute *FRI. 16 AUG 1929*
Character assigned *-i- 100A1*
Lloyd's over.
Cargo battens not fitted
Oil Engines
DB-10016.
Wick Cpx
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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.)

Sister Vessel, m/v "TENSAN MARU" Kobe Rep. No. 6536
Plans as built
1 Midship Section
2 Construction Profile & Deck

Copies of casting + forging certificate + advice notes for steel attached
NB. A number of advice notes have been retained for use with Yard No. 161-2

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

| | | | | |
|-----------|---------|----|------|----------|
| 1st Bower | 24-1-24 | NB | 2988 | 28.9.26 |
| 2nd " | 24-1-17 | KH | 4221 | 15.10.26 |
| 3rd " | 25-0-7 | NB | 2818 | 25.6.26 |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26.5 ft., R.Q.D. ✓ ft., Bridge 62.5 ft., Forecastle 24.75 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) one dk. sl.
Official No. See letter; Signal Letters See letter
Is bottom of Vessel coated with cement? No (except oil tank) if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | *Length. | Water Capacity. | Where Fitted. | *Length. | Water Capacity. |
|-------------------------------------------|--------------|-----------------|--------------------------------------------------------|----------|-----------------|
| Double bottom, aft, | Feet. 45 | Tons 135.15 | Fore peak tank, | Feet. 17 | Tons 51.15 |
| Double bottom, under Engines and Boilers, | F.O.T. 27.5 | 85.66 | After peak tank, | 14 | 34.98 |
| Double bottom, if under Engines only, | F.W.T. 12.5 | 27.3 | Deep tank, aft, | | |
| Double bottom, if under Boilers only, | L.O.T. 12.5 | 8 | Deep tank, forward, | | |
| Double bottom, forward, | F.O.T. 20 | 103.95 | Other tanks, if fitted, | 50 | 172.7 |
| | N.B.T. 39.75 | 187.16 | (If necessary, furnish further information by sketch.) | | |
| | N.B.T. 18.7 | 124.10 | | | |
| | | 681.76 | | | |

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

Order for Special Survey No. 28

Date 21.5.28

Dates of Surveys held while building

1928 Dec 26 Jan 8, 14, 22 Feb 2, 7, 13, 20, 21, 25, 26 Mar 6, 14, 20, 26 April 2, 11, 12, 23 May 2, 13, 14, 17, 21, 28, 24, 30 June 5, 13, 14, 19, 20, 21, 26 July 1

Lloyd's Register Foundation
Total No. of Visits 36