

# RETAIN STEEL STEAMER OF MOTORSHIP.

18 JUN 1929

Received at London Office

State if Report has been sent on the Freeboard of the Vessel noState if Report is sent on the Machinery of the Vessel yes

Date of completion of report

28<sup>th</sup> May 1929.

Port of

Kobe

No. 6536

Survey held at

Yama

Date First Survey

23<sup>rd</sup> Oct 1928

Last Survey

20<sup>th</sup> May

1929

On the

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

Steel Single Screw Motorship "TENSAN 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  $\times$  100A.I.

State if with freeboard as condition of Class

no

Built at

Yama

Do. of space of 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 325.0

Launched

2<sup>nd</sup> March

Yard No. 159

Total

2308.4

Breadth (greatest moulded)

B 46.5

Builders

Mitsui Bussan Kaisha

Gross Tonnage

2445.82

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

Owners

Dairen Kisen Kaisha

Register Tonnage

1588.05

1st Longitudinal Number (L  $\times$  D) = 6984.5

Managers

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

2nd Numeral L  $\times$  (B + D) = 22100.0

## REGISTERED DIMENSIONS.

FEET.

Length

326.5

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

18.5"

Residence

Breadth

46.5

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

15 12/15

Port of Registry Dairen

Depth

21.5

Draught Moulded

17'-9.14"

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	30				Bracket Floors, Frame	7	8	3	.44
" " from $\frac{1}{2}$ length to Collision bulkhead	24				" " Reversed Frame	7	8	3	.34
" " in peaks	24				" " Vertical Struts	7	8	3	.34
SIDE FRAMING.					Centre Girder, depth and thickness amidships		34	.46	
Frame Amidships, Angle, $\angle$ or $\square$	9	3 $\frac{1}{2}$	.46		" " top Angles		3	3	.42
" " Extends up to	Upper Deck				" " bottom Angles		3 $\frac{1}{2}$	3 $\frac{1}{2}$	.50
Reversed Frame Amidships, Angle	✓				Side Girders, No. each side and thickness		One	.34	
" " Extends up to	✓				Margin Plate depth (excl. of flange) and thickness		24	.44	
Depth of Framing Girder	B.A.	9			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem		3	3	.42
Frames in Uppermost Continuous 'tween Decks, Angle, $\angle$ or $\square$	✓				" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem		5	5	.40
" " Second 'tween Decks, Angle, $\angle$ or $\square$	✓				" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		5	5	.48
" " Third " " " "	✓				" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem		6	6	.62
Framing in Peaks, Angle or $\square$	6	3	.34		Tank Side Brackets, height above base line at toe of Frame and thickness		52	.40	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4"	6 $\frac{1}{2}$ "	dias. apart		INNER BOTTOM PLATING.				
State if Frame Joggled	yes				Breadth and thickness of Middle Line Strake		66	.44	.36
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	DEEP FRAMES	11	3 $\frac{1}{2}$	.48	Thickness of remainder in Holds		40	.36	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Solid floor every frame				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, $\angle$ or $\square$		6	3 $\frac{1}{2}$	.46
Height of Brackets at side above base line at toe of frame	✓				" " in way of Bridge, Angle, $\angle$ or $\square$		4	3	.34
Middle Line Keelson, on Floors, Angles, $\angle$ or $\square$	✓				Spacing		30		
" " Through Plate or Intercostal Plate	✓				Second Deck, amidships, Angle, $\angle$ or $\square$		✓		
" " Foundation Plate on Floors	✓				Spacing		✓		
" " Flat Plate Keel Angles	✓				Third Deck, amidships, Angle, $\angle$ or $\square$		✓		
Side Keelsons, No. each side	✓				Spacing		✓		
" " thickness of Intercostal Plate	✓				Fourth Deck, amidships, Angle, $\angle$ or $\square$		✓		
" " Angles	✓				Spacing		✓		
DOUBLE BOTTOM.					Poop Deck, Angle, $\angle$ or $\square$		4/8"	3	.34
Solid Floors, thickness and spacing	34 every 3' F.				Spacing		30		
" " Are Frame and Reversed Frame joggled?	No cut at seams				Bridge Deck, Angle, $\angle$ or $\square$		4	3	.34
Bracket Floors, breadth and thickness at middle line	28	.38			Spacing		30		
" " breadth and thickness at margin plate	31	.38			Forecastle Deck, Angle, $\angle$ or $\square$		6	3	.36
					Spacing		24		



# 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.
<b>PILLARS, No. of Rows</b> .....	<i>W.S.P. as per plan</i>			Stringer Plate, breadth and thickness in way of Bridge .....			
"    in 'tween Decks, Size and Spacing.....				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 .....			
<b>Centre Line Bulkhead.</b>				<b>Third Deck.</b>			
Stiffeners and Spacing.....				Stringer Plate, breadth and thickness.....			
Plating, thickness of .....				If Plated, state thickness.....			
<b>STRINGERS AND DECKS.</b>				<b>Fourth Deck.</b>			
<b>Uppermost Continuous Deck.</b>				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells	<i>78</i>	<i>54</i>		If Plated, state thickness .....			
"    "    "    "    in way of Bridge	<i>78</i>	<i>34</i>		<b>Poop Deck.</b>			
"    "    "    "    "    "	<i>72</i>	<i>104</i>		Stringer Plate, breadth and thickness .....	<i>30</i>	<i>32</i>	
Angle in Wells .....	<i>6</i>	<i>6</i>	<i>1/4</i>	Plating, Sheathing, material and thickness ...	<i>32</i>		
Thickness of Plating abreast Deck openings in way of Wells .....	<i>54</i>			<b>Bridge Deck.</b>			
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>30</i>			Stringer Plate, breadth and thickness.....	<i>48</i>	<i>42</i>	
Thickness of Plating within line of openings...	<i>40</i>			Plating, Sheathing, material and thickness ...	<i>40</i>		
If Sheathed, material and thickness .....				<i>32</i> D.P. 5x 2 1/2 IN WAY OF ACCOMMODATION.			
<b>Second Deck.</b>				<b>Forecastle Deck.</b>			
Stringer Plate, breadth and thickness in Wells...				Stringer Plate, breadth and thickness.....	<i>30</i>	<i>32</i>	
				Plating, Sheathing, material and thickness ...	<i>32</i>		

## SHELL PLATING.

SCANTLINGS.					RIVETING. <i>Amidships</i>						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged?		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing or to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.		Inches.	Inches.	
FLAT PLATE KEEL .....	<i>60</i>	<i>.66</i>	<i>.58</i>	<i>.58</i>		<i>Double</i>	<i>7/8 3 1/2</i>	<i>THREE</i>	<i>7/8</i>	<i>3 1/8</i>	<i>Lapped</i>
"    DBLG. (if any)											
BOTTOM PLATING, No. of Strakes <i>THREE</i> .)	<i>60</i>	<i>.60</i>	<i>.42</i>	<i>.50</i>		<i>Double</i>	<i>7/8 3 1/2</i>	<i>THREE</i>	<i>7/8</i>	<i>3 1/8</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes <i>ONE</i> ....)	<i>60</i>	<i>.60</i>	<i>.46</i>	<i>.48</i>		<i>Double</i>	<i>7/8 3 1/2</i>	<i>THREE</i>	<i>7/8</i>	<i>3 1/8</i>	"
SIDE PLATING, No. of Strakes <i>TWO</i> ....)	<i>60</i>	<i>.58</i>	<i>.42</i>	<i>.42</i>		<i>Double</i>	<i>7/8 3 1/2</i>	<i>THREE</i>	<i>7/8</i>	<i>3 1/8</i>	"
UPPER DECK, Sheer-strake in Wells.....)	<i>48</i>	<i>.90</i>	<i>.54</i>	<i>.00</i>	<i>ends of B.</i>	<i>Double</i>	<i>1 1/8 4 3/2</i>	<i>FIVE</i>	<i>1</i>	<i>4 1/2</i>	"
UPPER DECK, Sheer-strake in Bridge ...)	<i>48</i>	<i>.90</i>	<i>.58</i>			<i>Double</i>	<i>7/8 3 1/2</i>	<i>THREE</i>	<i>7/8</i>	<i>3 1/8</i>	"
STRAKE BELOW Sheer-strake in Wells.....)	<i>60</i>	<i>.72</i>	<i>.56</i>			<i>Double</i>	<i>7/8 3 1/2</i>	<i>FOUR</i>	<i>1</i>	<i>4</i>	"
STRAKE BELOW Sheer-strake in Bridge ...)	<i>60</i>	<i>.72</i>	<i>.58</i>			<i>Double</i>	<i>7/8 3 1/2</i>	<i>Treble</i>	<i>7/8</i>	<i>3 1/8</i>	<i>Lapped</i>
POOP SIDE PLATING .....				<i>.34</i>		<i>Single</i>	<i>3/4 3</i>	<i>Double</i>	<i>3/4</i>	<i>2 5/8</i>	"
BRIDGE SIDE PLATING ...		<i>.48</i>				<i>Single D. ends</i>	<i>3/4 3</i>	<i>Treble</i>	<i>3/4</i>	<i>2 5/8</i>	"
FORECASTLE SIDE PLATING			<i>.38</i>			<i>Single</i>	<i>3/4 3</i>	<i>Double</i>	<i>3/4</i>	<i>2 5/8</i>	"

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>					
Extending to Upper Deck (Sec. 3 c)					<i>Five</i>
"    Deck next below					<i>Five</i>
As per Rule					<i>Five</i>
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks					
"    "    Second    "					
"    "    Third    "	<i>F 6 1/2</i>	<i>28/38</i>	<i>59x3 1/2x46</i>	<i>3 1/2</i>	
"    "    Holds    "	<i>F 6 1/2</i>	<i>28/40</i>	<i>51x3 1/2x46</i>	<i>3 1/2</i>	
COLLISION    "    (in Hold)	<i>F 12 1/2</i>	<i>26/46</i>	<i>56x3 1/2x46</i>	<i>24</i>	
AFTER PEAK    "    "	<i>F 4 1/2</i>	<i>30/46</i>	<i>53x3x34</i>	<i>24</i>	

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....				
STEM .....	<i>Forging</i>	<i>2 1/4 x 8</i>	<i>Kobe S.S. Works.</i>	
STERN FRAME {	Propeller Post .....	<i>C. Steel</i>	<i>Special Shape as per plan</i>	<i>Sumitomo S.S. Works.</i>
	Rudder .....	<i>C. Steel</i>		
RUDDER—A x D.....		<i>248x34</i>		
Speed of Vessel.....		<i>12 knots</i>		
RUDDER mainpiece at head .....	<i>Forging</i>	<i>8"</i>	<i>Sumitomo S.S. Works.</i>	
"    "    heel .....	<i>Casting</i>	<i>Special Shape as per plan</i>	<i>Sumitomo S.S. Works.</i>	
"    how constructed .....	<i>Built</i>			
"    double or single plate .....	<i>Double</i>	<i>3/8"</i>		
"    coupling, vertical or horizontal.....	<i>Vertical Scapled</i>			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)			
	<i>Open Hearth process</i>			
	<i>① Kawasaki Dockyard Co. ② Nippon Kokwan Kab. K. ③ Yawata Steel Works ④ Asano Shipbuilding Co.</i> <i>⑤ Dormand Long &amp; Co ⑥ Cargo Steel Iron Co. ⑦ Bess &amp; Partners Ltd. ⑧ Bolckow Vaughan &amp; Co Ltd ⑨ United Ship &amp; Bar Mfg. Co.</i>			
	Has the Steel been tested as required by the Rules? <i>Yes</i>			



EQUIPMENT No. 25000										LETTER	ANCHORS.
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Description of Anchor.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
41742	1st Bower	46	2	4	-	-	-	40	5	1	Britannic
43396	2nd "	46	0	14	-	-	-	39	19	0	"
42651	3rd "	38	3	0	-	-	-	34	19	1	"
	Collective weight.	131	1	21							
43897	Stream	12	0	0	3	0	12	13	14	2	Ordinary H.I.

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.	
1611	Fathoms. 240	1 11/16	Tons. 64.5	Tons. 94.5	Cwts. qrs. lbs. 521.3.9	Cwts. 511.5	Fathoms. 240	1 11/16	Shd Link	Osaka Ch. Wks	Osaka 26-2-29 Yto.	TOWLINE...	Fathoms. 100	Ins. 4	Tons. 52.1	Fathoms. 100	Ins. 4	
												HAWSERS & WARPS	90	4		90	4	
												"	90	4		90	4	
Iron Stream Chain or Steel Wire	90	4 1/4	60.52	✓	✓	✓	90	4 1/4	Gal. Flce Steel	Kiwandai Seiko Kabushiki Kaisha	Osaka 9-1-29 H.D.B.	"	90	6		90	6	
													90	6		90	6	
													90	6		90	6	

Steering Gear, ~~Steam~~ Hydraulic Electric *Hasties*      Steering Gear, Hand *Hasties*

Boats *Lifboat 2, "Lemma 1, (24' x 4.75 x 3.25')* Steering Chains, Size and Test *(16.25 x 4.7 x 1.7')*      Windlass *Clarke Chapman*

Ceiling in Holds, thickness and material *2 1/2" O. PINE*      Cargo Battens, thickness, material and spacing *none*

Cargo Hatchways.-(Upper Deck) *Sides .54" ENDS .44"*      Thickness of Hatches *3", 2 3/4", & 2 1/2"*

Size of No. 1 Hatchway (Forward) *33'-9" x 21'-0"* No. 2 *34'-6" x 21'-0"* No. 3 *34'-6" x 21'-0"* No. 4 *35'-0" x 21'-0"* No. 5      No. 6

Number of Shifting Beams ~~and/or Fore and Afters~~ *No 1 five, No 2 six, No 3 six, No 4 five*

Builder's Signature *S. Utas*

GENERAL DECLARATION      *This vessel has been built under special survey in accordance with the Rules & approved plans.      The materials & workmanship employed 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, 5.29 F.P. above 150°F.", fit. cem., "Lloyd A + PC", "Wireless & Electric Light" in the Register Book.*

*Cargo Battens not fitted.*

The amount of Entry Fee ..... *YEN : 65 :-*      Fees applied for, *28th May 1929*

Special Survey Fee.... *YEN 3,500 :-*      I am of opinion the Vessel should be Classed *\*100 A.I.*

*(Travelling Expenses, if any YEN - 206 :-)*      Received by me, *26.8.29*

State whether the Vessel has been built under Special Survey *yes*      Signature *L. Kimber & Clive Bell*

Certificate to be sent to *Kobe*      Date of issue *2/7/29*      Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 28 JUN 1929*

Character assigned *-1- 100 A.I*

*Lloyds A+PC.*

*Carq. battens not fitted*

*Thme 5.29*

*Wire Rope - Cfr*

*Oil Engines DB-10016*

*gms*

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0264 2/2



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.)

Plans as built.

- (1) Midship Section.  
(2) Construction Profile, & Decks.

Copies of Casting & Forging Certificates & advice notes for steel attached.

Note:—A number of advice notes have been retained for use with YARD NOS 151, 160, 161, & 162.

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

1st Bower	27-3-3	N.B.	2686	26.1.26
2nd "	27.2.22	N.B.	2926	27.8.26
3rd "	27.3.2	N.B.	2925	24.8.26

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26.5 ft., R.Q.D. ✓ ft., Bridge 62.5 ft., Forecastle 27.75 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. Stl.

Official No. 234.18 Signal Letters ✓ Is bottom of Vessel coated with cement ✓ (except oil tanks) if not give particulars of composition ✓

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	72.5	233.3	Fore peak tank,	18.75	51.2
Double bottom, under Engines and Boilers,	37.5	107.4	After peak tank,	14.00	35
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	124.75	305.5	Other tanks, if fitted, WING TANK	50.00	142.7
	Total capacity of double bottom	646.2	(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. 28

Date May 21st 1928

Dates of Surveys held while building

1928 Oct 23. 26. 31 Nov. 2. 5. 15. 20 Dec 4. 12. 21. 24 Jan 8. 14. 22 Feb 2. 7. 13. 19. 20. 21. 25. 26. 27. Mar. 14. 20. 26 April 11. 16. 23. May 2. 6. 10. 11. 16. 20

Total No. of Visits 36