

STEEL STEAMER or MOTORSHIP.

Received at London Office 25 SEP 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 5 Sept 1931 Port of Kobe No. 7477
 Survey held at Harima Date First Survey 22.8.30 Last Survey 22.8.31 1931
 On the Steel Single Screw Motorship FUJISAN MARU machinery app.
 State Type Full scantling with long framing State Type of Erections Roof Bridge & Fst. Cl.
 Tonnage under Tonnage Deck 8612.5 CLASS +100A1 State if with freeboard as condition of Class no Built at Harima
 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 490.0 Launched 31.5.31 Yard No. 179
 Total - Breadth (greatest moulded) B 65.0 Builders Harima Shipbuilding & Eng. Co. Ltd.
 Gross Tonnage 9524.30 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 37.0 Owners Iino Shoji Kabushiki Kaisha
 Register Tonnage 5440.26 1st Longitudinal Number (L x D) = 18130 Managers -
 (Where necessary to be entered in Reg. Book.)
 REGISTERED DIMENSIONS. FEET. Residence -
 Length 493.4 Framing Depth "d," at middle of length. See Sec. 3 (1d) 24.0 Port of Registry Fuchu
 Breadth 65.0 Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.24 If surveyed while building, afloat, or in dry dock
 Depth 37.0 Draught Moulded 27.72 which 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 <u>long framing. See Ref. 21st attached.</u>			Bracket Floors, Frame <u>-</u>		
" " from $\frac{3}{4}$ length to Collision bulkhead <u>27"</u>			" " Reversed Frame <u>-</u>		
" " in peaks <u>24"</u>			" " Vertical Struts <u>-</u>		
<u>in Eng. Room.</u>			Centre Girder, depth and thickness amidships <u>60 x 62.50</u>		
SIDE FRAMING.			" " top Angles <u>90 x 90 x 14.13</u>		
Frame Amidships, Angle <u>For hold 300 90 13.5</u>			" " bottom Angles <u>130 x 130 x 15</u>		
<u>Eng. Room 225 90 14A</u>			Side Girders, No. each side and thickness <u>See app'd. plan of Eng. Scantling.</u>		
<u>Extends up to</u> <u>For hold 2nd Deck</u>			Margin Plate depth (excl. of flange) and thickness <u>42 x 56</u>		
<u>Eng. Room 200 90 14</u>			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem <u>6 x 6 x 50 T</u>		
Reversed Frame Amidships, Angle <u>Eng. Room 200 90 14</u>			" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem <u>-</u>		
<u>Extends up to</u> <u>2nd + upper Alternately.</u>			" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem <u>24 x 24 x .44 at & See app'd. plan of</u>		
Depth of Framing Girder <u>in E.R. 13.24</u>			" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem <u>See app'd. plan of</u>		
Frames in Uppermost Continuous 'tween Decks, Angle <u>For hold 230 90 11.5</u>			Tank Side Brackets, height above base line at toe of Frame and thickness <u>80 x 52</u>		
<u>Eng. Room 225 90 14A</u>			INNER BOTTOM PLATING.		
<u>Second 'tween Decks Angle</u> <u>For hold 230 90 12</u>			Breadth and thickness of Middle Line Strake <u>87 x 56</u>		
<u>Third " " " "</u>			Thickness of remainder in Holds <u>56</u>		
Framing in Peaks, Angle <u>For hold 718 6 3/4 Sp. in for hold</u>			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & P. space, and framing in <u>yes.</u>		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <u>5 3/4 in E.R.</u>			BEAMS.		
State if Frame Joggled <u>yes.</u>			Uppermost Continuous Deck, amidships <u>Forward 200 90 11</u>		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars <u>web frame system</u>			" " in Wells, Angle <u>For hold 230 90 11.5</u>		
STRENGTHENING OF BOTTOM FORWARD. State Particulars <u>32 x 50 + 10 x 90 x 13 DA</u>			" " in way of <u>For hold 200 75 11</u>		
SINGLE BOTTOM. in <u>Reverse F.O. Tank, for</u>			Spacing <u>at Every</u>		
Floors, Depth and thickness at mid-line in Holds <u>47 x 44</u>			Second Deck, amidships, Angle <u>For hold 230 90 11.5</u>		
Height of Brackets at side above base line at toe of frame <u>none</u>			Spacing <u>at Every ft.</u>		
Middle Line Keelson, on Floors, Angles <u>For hold 165 x 75 x 11 BA.</u>			Third Deck, amidships, Angle <u>For hold -</u>		
" " Through Plate or Intercoastal Plate <u>For hold -</u>			Spacing <u>-</u>		
" " Foundation Plate on Floors <u>For hold -</u>			Fourth Deck, amidships, Angle <u>For hold -</u>		
" " Flat Plate Keel Angles <u>For hold -</u>			Spacing <u>-</u>		
Side Keelsons, No. each side <u>Three</u>			Poop Deck, Angle <u>For hold 230 90 11</u>		
" " thickness of Intercoastal Plate <u>44</u>			Spacing <u>at Every ft.</u>		
" " Angles <u>165 x 75 x 11 BA.</u>			Bridge Deck, Angle <u>For hold Long</u>		
DOUBLE BOTTOM. in <u>Eng. Room</u>			Spacing <u>-</u>		
Solid Floors, thickness and spacing <u>50 at Every ft.</u>			Forecastle Deck, Angle <u>For hold 200 75 11</u>		
" " Are Frame and Reversed Frame joggled? <u>yes.</u>			Spacing <u>at Every ft.</u>		
Bracket Floors, breadth and thickness at middle line <u>-</u>					
" " breadth and thickness at margin plate <u>-</u>					

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.....	Two Rows		Stringer Plate, breadth and thickness in way of Bridge <i>for end</i>	as deck plating
„ in 'tween Decks, Size and Spacing.....	wide spaced		Thickness of Plating abreast Deck openings in way of Wells32 for end
„ „ „ „ „ „	Pillars in fore hold		Thickness of Plating abreast Deck openings in way of Bridge38 - .32 aft appd .36
„ in Holds „ „	dry room		Thickness of Plating within line of openings...	.32
„ „ „ „			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.....	as deck
Stringer Plate, breadth and thickness in Wells	72" x .78		If Plated, state thickness	as deck
„ „ „ „ in way of Bridge	72 x .78		Poop Deck.	
„ Angle in Wells	180 x 180 x 20		Stringer Plate, breadth and thickness	68" x 64 x 34" x .38
Thickness of Plating abreast Deck openings in way of Wells75		Plating, Sheathing, material and thickness55 - .38
Thickness of Plating abreast Deck openings in way of Bridge75		Bridge Deck.	
Thickness of Plating within line of openings...	.75		Stringer Plate, breadth and thickness.....	43" x .44
If Sheathed, material and thickness	1" Composition in deck house.		Plating, Sheathing, material and thickness38 36 appd.
Second Deck.			Forecastle Deck.	
Stringer Plate, breadth and thickness in Wells.....	60" x .40 x .39 x .36. appd 51" wide.		Stringer Plate, breadth and thickness.....	36 x .36
			Plating, Sheathing, material and thickness38 36 appd.

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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	56"	1.06	.83	.83	app'd. 82 at ends.	Double	1 1/8	4 1/2	Quintuple	1 1/8	5 1/16	lapped	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes ... 4	3 Plak. .72		.73 & .60	.56 & .60	See app'd. Shell Expansion	ditto	7/8	3 1/2	ditto	7/8	4"	lapped	
	1 8th K. .70		.56	.64		ditto	7/8	3 1/2	ditto	7/8	4"	lapped	
BILGE PLATING, No. of Strakes 1	.70		.56	.56 & .54		ditto	7/8	3 1/2	ditto	7/8	4"	lapped	
SIDE PLATING, No. of Strakes 4	.70		.50 & .56	.50	ditto	Double & treble (See Shell Plan)	7/8	3 1/2	Quadruple	7/8	3 1/2	lapped	
UPPER DECK, Sheer-strake in Wells.....	52"	1.08	.50	.50		Double	1 1/8	4 1/2	Quintuple	1 1/8	5 1/16	lapped	
UPPER DECK, Sheer-strake in Bridge ...	52"	1.30	-	-		ditto	1 1/8	4 1/2	ditto	1 1/4	5 5/8	lapped	
STRAKE BELOW Sheer-strake in Wells.....	52"	.92	.50	.50		ditto	1"	4"	ditto	1"	4 1/2	lapped	
STRAKE BELOW Sheer-strake in Bridge ...	"	"				ditto	1"	4"	ditto	1"	4 1/2	lapped	
POOP SIDE PLATING	-	-	.66 & .42			Double	7/8"	3 1/2	treble-double	7/8"	3"	lapped	
BRIDGE SIDE PLATING...	.44	-	-			Double	3/4"	3	Double	3/4"	2 5/8	lapped	
FOREC'TLE SIDE PLATING	-	.44	-			Single	3/4"	3	ditto	3/4"	2 5/8	lapped	

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) 12 (including 10 oil tight)													
Deck next below 11, 20													
As per Rule 858 Eight													
	Plating Thickness.	STIFFENERS.											
		VERTICAL.		HORIZONTAL.									
		Scantlings.	Spacing.	Scantlings.	Spacing.								
MIDSHIP BULKHEAD, Upper tween decks													
" " Second "													
" " Third "													
" " Holds													
COLLISION " (in Hold)	5	34-54	300.90.145	24"	Expansion bulkhead								
AFTER PEAK "		31-54	200.75.11	24"	2 plates 36x91 x 1/4" web.								
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)													
The Steel Co. of Scotland; David Colville & Sons Ltd.; Asano Shipbuilding Co.; Kawasaki Dockyard Ltd. Gutehoffnungshütte A.G.; Vereinigte Stahlwerke A.G. Hoerder Verein of Hoerder; Vereinigte Stahlwerke A.G. August Thyssen Hütte													
Has the Steel been tested as required by the Rules? yes.													
KEEL, Bar													
STEM						Cast Steel	In app ^d plan	Kobe Stl works.					
STERN FRAME { Propeller Post						Cast Steel	In app ^d plan.	ditto					
{ Rudder "													
RUDDER—A×D 565													
Speed of Vessel 14.5													
RUDDER mainpiece at head ...						-							
" " heel ...						-							
" how constructed						Double Plate Balanced Reaction Rudder.							
" double or single plate						In app ^d plan. Continues by Kobe Stl works.							
" coupling, vertical or horizontal						Searched							

25 SEP 1931

EQUIPMENT No. 51670												LETTER ft		ANCHORS. 4	
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.				
1049	1st Bower ...	90	3	12	-	-	-	63	12	2	0	90	Shack Stockholm	Köbe Stt. Lok.	Köbe 18.12.30 A.D.M.
1048	2nd „ ...	90	3	20	-	-	-	63	12	3	0	90	ditto	ditto	do do do
1046	3rd „ ...	77	2	0	-	-	-	57	8	3	0	90	ditto	ditto	do do do
	Collective weight.	259	0	4	-	-	-	-	-	-	-	206 1/2			
1047	Stream	33	2	15	-	-	-	31	8	3	0	26-5 + 6.655 = 33.175	ditto	ditto	do do do

CHAIN CABLES.										HAWERS 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.	Stations.	Break.	Supplied.	Per Rule.	Supplied.	Per Rule.	Length.	Diam.					Length.	Ins.		Length.	Ins.
1781	167 1/2	2 1/8			621	1	22				Bladlink	Thompson Mechanical Works	Osaka 7.5.31	TOWLINE	130	6"	112.32	130	6"
1780	121 1/2	2 1/8			462	0	23				"	"	"	HAWERS & WARPS	2,100	2 3/4	25.6	2,100	2 3/4
1779	30 1/2	2 1/8			113	3	25				"	"	"	"	4,100	12"	35.1	2,100	2 3/4
1772	15 1/2	2 1/8			57	0	9				"	"	"	"	4,100	12"	35.1	2,100	2 3/4
Total	335 0				1254	2	23	1040.0	300	2 3/8				"	4,100	8"			
1762	75 1/2	1 3/4			47.5	66.5	110	3.7			"	"	"	"	4,100	8"			
1785	45 1/2	1 3/4			47.5	66.5	62	2.4			"	"	"	"	4,100	8"			
Total	120 3/4				173.1	11	126 3/4	120	1 1/2										

Steering Gear, Steam Hydro-Electric, Brown Bros. Steering Gear, Hand By Winches
Boats 2, 24' lifeboats; 1, 20' Tenna Steering Chains, Size and Test None Windlass Steam
Ceiling in Holds, thickness and material 2 1/2 O.P. (for hold) Cargo Battens, thickness, material and spacing 6"x2" in fore hold, 9" apart
Cargo Hatchways.—(Upper Deck) 30" x 44" Coaming. Thickness of Hatches 2 1/2"
Size of No. 1 Hatchway (Forward) 24' 9" x 22' 0" No. 2 No. 3 No. 4 No. 5 No. 6
Number of Shifting Beams and/or Fore and Afters Four

Builder's Signature

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.

This vessel has been built in accordance with the approved plans & instructions as well as with the printed Rules. The materials & workmanship are satisfactory; the former have been tested as required by Rules. The foreboard has been verified & correct.

The double bottom tanks, deep fuel tanks, settling tanks, peak tanks, wells & cofferdams, Cargo tanks, reserve fuel tanks, weather decks, bulkheads, scuppers, watertight doors & hatchways have been tested as required by the Rules.

Section 20 of the Rules has been complied with and oil fuel is to be carried in deep tanks, double bottom tanks, & forward reserve fuel tank.

In my opinion the vessel is entitled to the notations: "Carrying Petroleum in bulk" "Lloyd's A + C.P." "Wireless Telegraph" "Electric Light" "Longitudinal Framing"

The amount of Entry Fee £ 110.00
DEADWEIGHT CERT. 250.00
Special Survey Fee £ 87.62
FREEBOARD 225.00
Travelling Expenses, if any £ 653.00
including Machinery & Cables.

Fees applied for,

28-8-1931

Received by me,

11-9-1931

I am of opinion the Vessel should be Classed +100A1

"Carrying Petroleum in Bulk."

Signature Hordaux. M. Parker.

Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey ☒
H & M Certificate to be sent to Builder Rbe Date of issue 7/10/31

Committee's Minute

FRI. 2 OCT 1931

Character assigned

+100A1

Carryg. Petrol. in Bulk

Oil Eng. 2075. 200 lb.

Lloyd's A + C.P.

Oil Eng. 2075. 200 lb.

Oil Eng. 2075. 200 lb.

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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.)

The following plans and documents accompany this report:
 ① Midship Section (as built)
 ② Profile of Deck

③ Steel Advice Notes
 ④ Copies of Forging & Casting Certificates.

Note: This vessel is fitted with two longitudinal oil-tight bulkheads. There are no sister vessels.

Rpt. 1*.

PARTICULARS OF LONGITUDINAL FRAMING.

LONGITUDINAL FRAMING.																				
FRAMING.			AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.					
			In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Bulkheads.	
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spacing.	Inches.	Number.	Diameter.	
															Ins.	Ins.			Inches.	
Framing of Δ , \square or \times																				
Frames in Bridge 'tween Decks ...																				
Frames from Uppermost Continuous Deck																				
No. 1			165	75	11										3/4 4 1/2				6 3/4	
" 2			180	90	11															
" 3			180	90	11															
" 4			180	90	11															
" 5			200	90	11															
" 6			200	90	11															
" 7			200	90	13															
" 8			230	90	11															
" 9			230	90	11															
" 10			230	90	13															
" 11			250	90	11															
" 12			250	90	11															
" 13			250	90	12.5															
" 14			280	90	12.5															
" 15			280	90	12.5															
" 16																				
Spacing of Longitudinal Frames			30"																	
Amidships																				
At Ends																				
Single Bottoms			17' 4" x 4" x .48																	
Double Bottoms			381 102 102 133																	
Bottom in C ² Tank																				
Bottom in Side Tank																				
Spacing of Longitudinals			33"																	
Amidships																				
At Ends																				
Transverses.																				
In Bridge			15' x .38																	
'tween Decks			100 x 75 = 12 SA																	
			90 x 90 = 11																	
In Upper 'tween Decks			47' x .46																	
Bottom			200 x 90 = 13 BA																	
			250 x 90 = 13.5 BA																	
			230 x 90 = 12																	
			150 x 150 = 12 7/8																	
			36' x .46																	
In Hold.			200 90 11 BA																	
			150 x 150 x 12 9/10 90 x 12 back lug																	
			36 x .44 5' 11" at 150																	
			42 x .46 " " " " " "																	
			9' 4", 7' 8", 7' 8" & 9' 4"																	
Spacing of Transverse Frames																				
* State if joggled or liners.																				
Longitudinal Beams of Δ , \square or \times			165 75 11																	
Upper Side Tank			200 90 11.5																	
Second C ² Tank			230 90 11																	
Third																				
Bridge Deck																				
Upper Side Tank																				
Second C ² Tank																				
Third																				
The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margins																				

PILLARS, No. of Re
in 'tween
in Hold
Centre Line B
Stiffeners and
Plating, thick
TRINGERS AN
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Stringer Plate
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Handwritten notes in cursive script, likely describing the vessel's construction or survey details.

Particulars of Drop Test of Cast Steel Anchors, viz.:- Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2nd "	3rd "	Stream	Weight	Surveyor	U. of Test	Date of Test
	52.1.19	52.1.23	44.3.14	19.2.18		A.D.M.	1049	18.12.30
						A.D.M.	1048	18.12.30
						A.D.M.	1046	18.12.30
						A.D.M.	1047	18.12.30

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 46.8 ft., R.Q.D. 0.011 ft., Bridge 37.5 ft., Forecastle 40.0 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)
Official No. 36743 ; Signal Letters L.F.B.
particulars of composition
Is bottom of Vessel coated with cement
Clear of Cargo
Deck Steel, 2nd Deck in fore hold and Eng. Room
Part Cmn. if not give

PARTICULARS OF WATER BALLAST.—		PARTICULARS OF WATER BALLAST.—	
Where Fitted.	*Length. Feet. Water Capacity. Tons.	Where Fitted.	*Length. Feet. Water Capacity. Tons.
Double bottom, aft,	88.5 / 358	Fore peak tank,	25.2 / 172
Double bottom, under Engines and Boilers,		After peak tank,	20.0 / 153
Double bottom, if under Engines only,		Deep tank, aft,	17.0 / 1137
Double bottom, if under Boilers only,		Deep tank, forward,	65.2 / 7091
Double bottom, forward,		Other tanks, if fitted,	
Total capacity of double bottom		(If necessary, furnish further information by sketch.)	

Order for Special Survey No. 36
Date 8.4.30
Dates of Surveys held while building
August 1930 12, 28
Sept. " 26 30
Oct. " 6, 8, 16, 24, 28, 31.
Nov. " 5, 11, 25.
Dec. " 2, 10, 19, 30.
Jan 1931 13, 23, 27, 30
Feb " 6, 12, 17, 23, 26
Mar " 5, 7, 10, 16, 19, 24, 31.
April " 2, 6, 9, 13, 16, 20, 23, 24, 27.
May " 6, 7, 14, 18, 20, 21.
August " 4, 16, 21, 23.
Has the Steel been tested as required by the Rules? yes.