

STEEL STEAMER OR MOTORSHIP.

24 JUL 1930
Received at London OfficeState 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 June, 1930.Port of NAGASAKI.No. 1734Survey held at NAGASAKI.Date First Survey 9th January 1929. Last Survey 17th June, 1930. 19On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Twin Screw Motor Vessel "TERUKUNI MARU".State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Intermediate between Full Scantling and Complete Superstructure without Tonnage Openings. State Type of Erections Single, Combined Bridge, Poop.TONNAGE under 8,372.82
Tonnage Deck...CLASS *100A1.State if with freeboard as condition of Class YesBuilt at Nagasaki.

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 505.0Breadth (greatest moulded) B 64.0Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 37.01st Longitudinal Number (L x D) = 186852nd Numeral L x (B + D) = 51,005Framing Depth "d" at middle of length. See Sec. 3 (1d) 24.67Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.65Do. Long Bridge to top of keel 10.98Draught Moulded 28'-6.96"Launched 19th Dec. 1929. Yard No. 467.Builders Nagasaki Works, Mitsubishi Zosen Kaisha, Ltd.,Owners Nippon Yusen Kabushiki Kaisha.Managers /
(Where necessary to be entered in Reg. Book.)Residence Tokio.Port of Registry Tokio.

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.
FRAMES, Spacing amidships	30		Bracket Floors, Frame		
" " from $\frac{1}{2}$ length to Collision bulkhead	27		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	48 .64 .50	
Frame Amidships, Angle $\frac{1}{2}$ " "	10 $3\frac{1}{2}$.42	web cut down to form 6x3x.42 L between B & U dks alternately.	" " top Angles D.A.	3 $\frac{1}{2}$ 3 $\frac{1}{2}$.58 .54	
" " Extends up to	Bridge deck		" " bottom Angles D.A.	5 5 .68 .62	
Reversed Frame Amidships, Angle	7 $3\frac{1}{2}$.42		Side Girders, No. each side and thickness	2 .45	
" " Extends up to	2nd Deck		Margin Plate depth (excl. of flange) and thickness	43"x .57	
Depth of Framing Girder	12-13 in No.2 Hold.		" " Vertical Angle to Tank side Bracket abaft 15% from stem	6 6 .50	
Frames in Uppermost Continuous 'tween Decks, Angle $\frac{1}{2}$ " "	10 $3\frac{1}{2}$.42		" " Vertical Angle to Tank side Bracket forward 15% from stem	6 6 .50	
" " Second 'tween Decks, Angle $\frac{1}{2}$ " "	10 $3\frac{1}{2}$.42		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		Every frame continuous plate .44 in way of F.O. tank & Deep tanks.
" " Third " " " "	10 $3\frac{1}{2}$.42	No. 1 & 5 Dk Sp.	" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem		.44 Every frame.
" " " " " "	10 $3\frac{1}{2}$.52	No. 3 Dk sp.	Tank Side Brackets, height above base line at toe of Frame and thickness	74 $\frac{1}{2}$.50 .52	where no 3rd deck.
" " " " " "	10 $3\frac{1}{2}$.58	No. 4 Dk sp.		.48	Tunnel recess & shaft space tops
Framing in Peaks, Angle $\frac{1}{2}$ " "	10 $3\frac{1}{2}$.40		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" dia. Riv. 5" Pitch.		Breadth and thickness of Middle Line Strake	56 .56 .48	
State if Frame Joggled	Yes		Thickness of remainder in Holds	.48 .44	
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	Deep Frame Arrangement		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	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Frames 10 $3\frac{1}{2}$.42 with 7 $3\frac{1}{2}$.38 A reverse. (Depth 12") Add int. side girders fitted 8'-0" apart & half height girder extending as far as practicable. Three strakes of shell plating next to keel maintained .72 thick to coll. bulkhead.		BEAMS.		
ANGLE BOTTOM.			Uppermost Continuous Deck, amidships	8x3x3x.34	
Floors, Depth and thickness at mid-line in Holds			" " in Wells, Angle $\frac{1}{2}$ " "	8x3x3x.44	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle $\frac{1}{2}$ " "	8x3 $\frac{1}{2}$ x3x.40	
Middle Line Keelson, on Floors, Angles, [or [Spacing	30	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle $\frac{1}{2}$ " "	8x3 $\frac{1}{2}$ x3x.44	
" " Foundation Plate on Floors			Spacing	8x3x3x.36	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle $\frac{1}{2}$ " "	9x3 $\frac{1}{2}$ x.38	
Side Keelsons, No. each side			Spacing	10x3x.54	(77-80)
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [or [8x3x3x.44	(60-75)
" " Angles			Spacing	8x3x3x.48	(52-58)
DOUBLE BOTTOM.			Spoop Deck, Angle, [or [8x3x3x.54	(132-145)
Solid Floors, thickness and spacing	.44 every frame		Spacing	30	
" " Are Frame and Reversed Frame joggled?	Frame only		Bridge Deck, Angle, [or [8x3x3x.44	.38
Bracket Floors, breadth and thickness at middle line			Spacing	30 & 24"	020
" " breadth and thickness at margin plate			Forecastle Deck, Angle, [or [8x3x3x.34	
			Spacing	27 & 24	

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.
Widely Spaced Pillars.									
Stringer Plate, breadth and thickness in way of Bridge	66	.40				39	.36		
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-.32							
If Sheathed, material and thickness		3" O.P. in accommodation and crews quarters.							
Third Deck. (Partial)									
Stringer Plate, breadth and thickness		.34							
If Plated, state thickness		.30							
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	69	.74-40	& .38						
Plating, Sheathing, material and thickness		.56 Hatchway							
		.50 Eng. Opening							
		.44 between openings							
Forecastle Deck.									
Stringer Plate, breadth and thickness		3" O.P. where exposed							
Plating, Sheathing, material and thickness		3" O.P. inside house							
		3" O.P. 4" Teak under windlass & cable runs.							

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		No		RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		
	Inches.	Inches.	Inches.	Inches.			Diam. Spacing or. to cr. Inches. Inches.		Diam. Spacing or. to cr. Inches. Inches.		
FLAT PLATE KEEL	56	.98	.84	.84		Double	1 1/8 4 1/2	3	1 1/8 3 1/2	D.B.S.	
" DBLG. (if any)		/									
BOTTOM PLATING, No. of Strakes	4	.72	.52	.52	Three strakes next keel maintained to collision bulkhead.	"	7/8 3 1/2	4-3	7/8 3 1/2	Lapped	
BILGE PLATING, No. of Strakes	1	.72	.52	.52		"	" "	"	" "		
SIDE PLATING, No. of Strakes	3	.70	.50	.50		(calculated)	" "	"	" "		
UPPER DECK, Sheer-strake in Wells	97	1.14	.50	.50		"	1 1/8 4 1/2	5-3	1 1/8 7/8 4 1/2		
UPPER DECK, Sheer-strake in Bridge	91	.70			Doubling plates at Bridge end.	"	7/8 3 1/2	4-3	7/8 3 1/2		
STRAKE BELOW Sheer-strake in Wells	83 7/16	.90	.50	.50		"	1 4	5-3	1 7/8 4		
STRAKE BELOW Sheer-strake in Bridge	"	.70				"	7/8 3 1/2	4-3	7/8 3 1/2		
POOP SIDE PLATING	N	.72		.42				/			
BRIDGE SIDE PLATING	M	.70		.42		"	7/8 3 1/2	4-2	7/8 3 1/2		
FORECASTLE SIDE PLATING			.46					/	3/4 2 5/8		

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—									
Extending to Upper Deck (Sec. 3 c)	7.				Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.	
" Deck next below	1.				KEEL, Bar				
As per Rule	8.				STEM	Rolled S. C.S. 11x2 7/8	Nagasaki Works Mitsubishi Z.K.		
For particulars of other bulkheads please see Approved plan.					STERN FRAME	Propeller Post C.S.	Kobe Steel Works		
						Shaft Bracket C.S.	" " "		
					RUDDER—A x D	915			
					Speed of Vessel	16 knots			
					RUDDER mainpiece at head	F.S. 14 1/2	Kawasaki Sharyo Kabushiki Kaisha.		
					" " heel	" 11 1/2			
					" how constructed	Built C.S.Arms.			
					" double or single plate coupling, vertical or horizontal	Single 1.20			
						Vertical 36x32 1/2			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth Process.
 David Colville & Sons Ltd. Stewart & Lloyds Ltd. William Beardmore & Co. Ltd. Lanarkshire Stl Co. Ltd. The Steel Company of Scotland. Consett Iron Co. Guest Keen & Nettlefolds Ltd.
 Has the Steel been tested as required by the Rules? Yes

EQUIPMENT No.56829.6

LETTER 8+

ANCHORS. 3B. 1S.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
1000	1st Bower	98 1 23	Stockless	66 17 2 0	Owks.	Halls Improved	Kobe	Kobe 7-10-29 A.W.
1002	2nd "	98 2 16	"	66 17 2 0		Type.	Steel Wks	" 7-10-29 "
1001	3rd "	100 2 13	"	67 12 2 0		"	"	" 7-10-29 "
	Collective weight.	297 2 24			271-0-0			" 7-10-29 "
999	Stream	28 1 9	7 2 12	27 8 0 14		Ordinary	"	" 4-10-29 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.
85392	165 2 16	125 175	601-1-5	330 2 16	S.L.	N.Hingley & Sons.Ld.	23-5-29 H.G.	TOWLINE	130 6 1	125.3	130 7
85398	165 2 16	125 175	601-1-20	1200			18-6-29 H.G.	HAWSERS & WARPS	2-100 4"	55.2	2-100 2 1/2
85477	5 1/2	"	21-2-5				11-6-29 H.G.	"	2-120 3 1/2	38.2	2-100 2 1/2
85476	5 1/2	"						"	2-120 3	28.1	
	120 5 1/2	95.1 S.F.		120	6"						

Steering Gear, Steam Brown Bros' Electro Hydraulic Gear.

Steering Gear, Hand

7-28 ft Lifeboats.

1-28 ft Lifeboat (Motor)

2-24 ft Lifeboats.

2-24 ft Lifeboats (Decked)

1-19 ft Temma.

Steering Chains, Size and Test

Windlass Atlas Werke A.G. Bremen.

Ceiling in Holds, thickness and material 2 1/2" pine laid on 2" pine batten in Nos. 3 & 5 Hold. Cargo Batten, thickness, material and spacing 6"x 2" Wood not more than 8" apart.

Cargo Hatchways. (Upper Deck) Weather Plates & angles & wood covers. Thickness of Hatches 3" O. Pins.

Size of No. 1 Hatchway (Forward) 18'0"x18'0". No. 2 31'9"x22'0". No. 3 15'0"x20'0". No. 4 17'6"x20'0". No. 5 27'6"x20'0". No. 6 17'6"x18'0".

Number of Shifting Beams and/or Fore and Afters No.1 = 3. No.2 = 6. No.3 = 2. No.4 = 3. No.5 = 5. No.6 = 3.

NAGASAKI WORKS, MITSUBISHI ZOSEN KAISHA, LTD.

Builder's Signature

J. Motora
for GENERAL MANAGER.

GENERAL DECLARATION This vessel has been built in accordance with the Rules and Approved plans. The materials and workmanship are good.

The fore and aft peak tanks, fuel oil and fresh water tanks, double bottom tanks, weather decks, gutterways and O.T. & W.T. Bulkheads have been satisfactory tested.

The freeboard has been verified and the freeboard marks have been "cut in" on the vessel's side.

All boat davits have been tested with full load plus 10%.

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

Deck House plan. W.T. & O.T. Bulkhead plan. Shell Expansion. Stem plan. Stern frame & Stern cut-up plan. Rudder plan. Shaft Bracket plan. Pumping plan. and also Steel Invoices.

Certificate of Castings and Forgings herewith.

The amount of Entry Fee ¥ 120:00:

Fees applied for,

30. 5.1930

Special Survey Fee.... ¥ 7121:14:

Freeboard. " 225:00

Travelling Expenses, if any £ 65:50:

(Kobe charge)

Received by me,

17. 6.19 30

I am of opinion the Vessel should be Classed *100A1 with freeboard

State whether the Vessel has been built under Special Survey Yes

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to

Nagasaki.

Date of issue 1/8/30

Committee's Minute

FRI 1 AUG 1930

Character assigned

+ 100A1 with fbd

+ L.M.C. 5,30

Lloyd's A.R.C.P.

200-100 lb

C.L.

Oil Eng.

My



© 2020

Lloyd's Register
Foundation

W283-0129 212

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	56-2-12	A.W.	1000	15-7-29.
2nd "	56-3-7	"	1002	10-7-29.
3rd "	56-1-16	"	1001	18-7-29.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop / ft., R.Q.D. / ft., Bridge 372.5 ft., Forecastle 73.25 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Combined Bridge & Poop.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 Dks Stl (U.D.S. 2nd Dk-pt.S) 3rd Dk stl
Nos. 1. 3. 4 & forward end of No. 5 Hold.

Official No. 36214.; Signal Letters V.G.R.D. Is bottom of Vessel coated with cement _____ if not give

particulars of composition Fore & Aft pean tanks, F.W. & W.B. Tanks and wells cement washed.
Fuel oil tank not coated.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	155.0	480.3	Fore peak tank,	28.25	99.6
Double bottom, under Engines and Boilers,			After peak tank,	25.0	160.2
Double bottom, if under Engines only,	92.5	675.8	Deep tank, aft, <u>P&S sides of tunnel.</u>	60.0	501.4
Double bottom, if under Boilers only,			Deep tank, forward, <u>Fuel oil (119-131 P&S)</u>	30.0	1321.7
Double bottom, forward,	184.25	651.4	Other tanks, if fitted, <u>F.W. tank (76-81 P&S)</u>	12.5	381.1
		Total capacity of double bottom			
		1807.5			

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

Order for Special Survey No. 88

Date 11 Sept 1928.
LONDON.

Dates of Surveys held while building

1929. Jan 9.16.23.25.31 Feb 7.12.15.16.20.26 Mar 4.11.13.15.20.21.24.30 Apr 2.8.10.15.16.19.22.25.30 May 2.4.8.14.20.23.28.30 June 3.6.10.11.18.19.22.24.25 July 4.11.18.22.24.25.27.31 Aug 6.8.13.15.19.20.22.23.26.29 Sep 2.4.6.12.16.17.18.23.28 Oct 1.14.16.19.22.28 Nov 1.5.8.15.16.22.25.26 30 Dec 2.4.5.9.13.14.18.19.
1930. Jan 16.28 Feb 14.17.18 Mar 6.12.21.25 Apr 9.16.22.30 May 2.5.6.15.16 18.21.23.27.30 June 6.17.

Total No. of Visits 121