

STEEL STEAMER or MOTORSHIP.

Received at London Office 24 APR 1930

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report

26 March 1930

Port of

Yokohama

No.

4500

Survey held at

Yokohama

Date First Survey 30 Dec. 1927

Last Survey

26 March

1930

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

TWIN SCREW MOTOR VESSEL "CHICHIBU MARU"

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

Complete Superstructure.

State Type of Erections

BRIDGE & FORECASTLE
COMBINED
PROMENADE DECKHOUSEAGE under
nage Deck...

88 98.850

CLASS 100A1

State if with freeboard
as condition of Class

Yes

Built at YOKOHAMA

space or spaces
between Tonnage Dk.
Upper Dk.85 98.76
76 86.83Length from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a)

L 560'-0"

Breadth (greatest moulded)

B 74'-0"

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

D 42'-6"

Tonnage

174 97.61

Net Tonnage

10,286.76

1st Longitudinal Number (L x D) = 23,800

2nd Numeral L x (B + D) = 65,240.

AS PER

REGISTERED DIMENSIONS.
FEET.

560.00

74.00

42.50

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

APPROVED PLAN

Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel

13.18

Do. Long Bridge to top
of keel

10.87

Draught Moulded

28'-3"

Launched 8th May 1929 Yard No. 170

Builders Yokohama Dock Co. Ltd.

Owners Nippon Yusen Kaisha

Managers

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

Residence

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.
ES, Spacing amidships	34		Bracket Floors, Frame		
" from $\frac{3}{8}$ length to Collision bulkhead	27		" " Reversed Frame		
" in peaks	24		" " Vertical Struts		
FRAMING.			Centre Girder, depth and thickness amidships	96 $\frac{3}{4}$ IN ENGINE ROOM 50 .68 1/2	
ne Amidships, Angle, \angle or \square	9 3 $\frac{1}{2}$.40		" " top Angles	DOUBLE 3 $\frac{1}{2}$ 3 $\frac{1}{2}$.64	
" Extends up to	A+C DKS ALTERNATELY (for plans)		" " bottom Angles	5 5 .72	
rsed Frame Amidships, Angle	8 3 $\frac{1}{2}$.44	FRS 91-106 " 104-118	Side Girders, No. each side and thickness	THREE .48	
" Extends up to	E DECK		Margin Plate depth (excl. of flange) and thickness	43 $\frac{1}{2}$.64	
h of Framing Girder	11 $\frac{1}{4}$ 12 IN AUXILIARY E. ROOM.		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	5 5 .52	
nes in Uppermost Continuous 'tween Decks, Angle, \angle or \square	9 3 $\frac{1}{2}$.40	TO A+C DKS " ALTERNATELY	" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	MARGIN PLATE HORIZONTAL	
" Second 'tween Decks, Angle, \angle or \square	INTERMEDIATE FRAMES		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	.62 E. SPACE CONTINUOUS .48 ELSEWHERE	
" Third " " " "	6 3 $\frac{1}{2}$.40	SCARPHED TO MAIN FRAME	" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	EXCEPT NOS 2 & 3 HOLDS .48 EVERY FRAME INTERCOSTAL MARGIN PLATE HORIZONTAL	
ning in Peaks, Angle, \angle or \square	9 3 $\frac{1}{2}$.40		Tank Side Brackets, height above base line at toe of Frame and thickness	85 .50	
meter and Spacing of Rivets through Frame and Shell Plating amid- ships	7/8 5 $\frac{1}{4}$		INNER BOTTOM PLATING.		
e if Frame Joggled	YES		Breadth and thickness of Middle Line Strake	62 .62	
NG ARRANGEMENTS (Sec. 7), state system and particulars	WEB FRAMES & PANTING STRINGERS		Thickness of remainder in Holds	.54	
NGTHENING OF BOTTOM FOR- WARD. State Particulars	BOTTOM PLATING MAINTAINS		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	
BE BOTTOM.	MIDSHIP THICKNESS TO COLLISION B'HD BOTTOM FRAMES 6x6x.52 S.A. FROM 3/5 L TO COLLISION B'HD.		BEAMS.		
rs, Depth and thickness at mid-line in Holds			C Uppermost Continuous Deck, amidships in Wells, Angle, \angle or \square	7x3 $\frac{1}{2}$ x3 $\frac{1}{2}$.40	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, \angle or \square	34	
le Line Keelson, on Floors, Angles, \angle or \square			Spacing	34	
" " Through Plate or Intercostal Plate			D Second Deck, amidships, Angle, \angle or \square	8x3 $\frac{1}{2}$ x3 $\frac{1}{2}$.34	
" " Foundation Plate on Floors			Spacing	34	
" " Flat Plate Keel Angles			E Third Deck, amidships, Angle, \angle or \square	8x3x3x.34	
le Keelsons, No. each side			Spacing	34	
" thickness of Intercostal Plate			No 3 HOLD F Fourth Deck, amidships, Angle, \angle or \square	8x3 $\frac{1}{2}$ x3 $\frac{1}{2}$.40	
" Angles			Spacing	34	
DOUBLE BOTTOM.			BOAT Poop Deck, Angle, \angle or \square	6 3 .34	
Solid Floors, thickness and spacing	.48 .56 IN ENGINE ROOM EVERY FRAME		Spacing	34	
" " Are Frame and Reversed Frame joggled?	YES		A PROMENADE DECK \angle	7x3 $\frac{1}{2}$ x3 $\frac{1}{2}$.40 34" APART	
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, \angle or \square	7x3 $\frac{1}{2}$ x3 $\frac{1}{2}$.40	
" " breadth and thickness at margin plate			Spacing	34	
			Forecastle Deck, Angle, \angle or \square	7x3x3x.40	
			Spacing	27 x 24	

PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows.....					
"	in 'tween Decks, Size and Spacing.....	WIDE SPACED	PILLARS	✓	
"	" " " " " "	AND GIRDERS	AS PER	✓	
"	" " " " " "	APPROVED	PLANS	✓	
"	in Holds " " " "				
"	" " " " " "				
Centre Line Bulkhead.					
	Stiffeners and Spacing.....	✓			
	Plating, thickness of	✓			
STRINGERS AND DECKS.					
C Uppermost Continuous Deck.					
	Stringer Plate, breadth and thickness in Wells	AT	79 1/2	1.00	✓
	" " " " " " in way of Bridge	AFT END "B" STRENGTH DK.	54 1/2	.46	✓
	" " " " " " " " " " " "	FORE " " " " " " " " " " " "	54 1/2	.44	✓
	" " " " " " " " " " " "	"A" STRENGTH DK.	54 1/2	.44	✓
	" " " " " " " " " " " "	AFT END "B" STRENGTH DK.	6	6	.66 ✓
	Thickness of Plating abreast Deck openings) in way of Wells	AFT END "B" STRENGTH DK.	.56		✓
	Thickness of Plating abreast Deck openings) in way of Bridge		.40		✓
	Thickness of Plating within line of openings...		.34		✓
	If Sheathed, material and thickness	EXPOSED	3"	TEAK	✓
		ENCLOSED	3"	OP	✓
D Second Deck.					
	Stringer Plate, breadth and thickness in Wells		54 1/2	.34	✓
	" " " " " " " " " " " "	IN WAY OF "A" STRENGTH DK.			
E Third Deck.					
	Stringer Plate, breadth and thickness.....		54 1/2	.34	✓
	If Plated, state thickness.....		.30	.28	WHERE SHEATHED
F Fourth Deck.					
	Stringer Plate, breadth and thickness.....		54 1/2	.34	
	If Plated, state thickness30		
G BOW DECK.					
	Stringer Plate, breadth and thickness		60	.40	✓
	Plating, Sheathing, material and thickness40	.25	2 1/2 TEAK (explan)
H Bridge Deck.					
	Stringer Plate, breadth and thickness.....		54 1/2	.50	✓
	" " " " " " " " " " " "	IN WAY FORE END STRENGTH PROMENADE DK	79 1/2	1.00	✓
	Plating, Sheathing, material and thickness46	.38	✓
			3"	TEAK	✓
I Forecastle Deck.					
	Stringer Plate, breadth and thickness.....		48	.46	✓
	Plating, Sheathing, material and thickness38	3"	TEAK. ✓

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? NO			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.		Diam.	Spacing or to cr.		
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	60	.96	.86	.86		DOUBLE	1 1/8	4 1/2	3 / ✓	1 1/8	3 1/2	DOUBLE STRAPS /	
„ DBLG. (if any)		✓				✓							
BOTTOM PLATING, No. of Strakes 5	40 7/16	.72	.58	.58	FRS 22-44, 164-190 26-49, 128-181 38-191, 122-162	DOUBLE	7/8	3 1/2	4R-3R	7/8	3 1/2	LAPPED	
BILGE PLATING, No. of Strakes 2	40 7/16	.72	.58	.58	„	„	7/8	3 1/2	4R-3R	7/8	3 1/2	„	
SIDE PLATING, No. of Strakes 5	40 7/16	.72	.54	.54	„	„	7/8	3 1/2	4R-3R	7/8	3 1/2	„	
UPPER DECK, Sheer- strake in Wells (BRIDGE END)	64 1/4	1.00			„	„	1 1/8	4 1/2	⊗	1 1/8	4 1/2	„	
UPPER DECK, Sheer- strake in Bridge ...	64	.72	.54	.54	„	„	7/8	3 1/2	4R	7/8	3 1/2	„	
STRAKE BELOW Sheer- strake in Wells.....		✓			„	„							
STRAKE BELOW Sheer- strake in Bridge ...	65	.72			„	„	7/8	3 1/2	4R	7/8	3 1/2	„	
PROMENADE DECK SIDE PLATING	93	.70			„	„	7/8	3 1/2	4R	7/8	3 1/2	„	
BRIDGE SIDE PLATING ...	75	.70			„	„	7/8	3 1/2	4R	7/8	3 1/2	„	
FORECASTLE SIDE PLATING			.54		„	„	7/8	3 1/2	3R	7/8	3 1/8	„	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel— 11 ✓
Extending to Upper Deck (Sec. 3 c) 10 ✓
 " Deck next below No 196 CHAIN LOCKER B'HD.
As per Rule _____

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
STERN CUT UP CASTING	CAST STEEL	AS PER APPROVED PLAN	OSHIMA STEEL WKS	✓
KEEL, Bar				
STEM	"	11 x 3	KOBE STEEL WKS.	✓
SHAFT BRACKETS	"	AS PER APPROVED PLAN	NIPPON SEIKO SHO	✓
STERN FRAME { Propeller Post	"	16" E	KOBE STEEL WORKS	✓
{ Rudder	"	"		✓
RUDDER—A x D	10.53	BALANCED TYPE AS APPROVED PLAN		✓
Speed of Vessel	17 1/2			✓
RUDDER mainpiece at head	FORGING	18	NIPPON SEIKO SHO	✓
" " heel	"	12		✓
" how constructed	CAST STEEL ARMS	SHRUNK TO MAINPIECE		✓
" double or single plate	SINGLE	1.22		✓
" coupling, vertical or horizontal	HORIZONTAL			✓

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open hearth.*
David Colville & Sons Ltd. Cargo Fleet Iron Co. Ltd. Pease & Partners, Bolckow Vaughan & Co. Ltd. Dorman Long Ltd. Lancaster Steel Co.
Consett Iron Co. Crans Shipbuilding Co. Scottish Iron & Steel Co.
 Has the Steel been tested as required by the Rules? *Yes.*

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

EQUIPMENT No. 73119.4											LETTER C+	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.
942	1st Bower ...	121	1	22		✓		45	1	1	0	112	Stockless Halls Improved Patent	Kobe Steel Pks	Kobe 11/12/28 St. Math.
943	2nd " ...	121	0	22		✓		45	1	1	0	112	"	"	" " "
944	3rd " ...	120	3	4		✓		45	1	1	0	112	"	"	" " "
	Collective weight.	363	1	20								336-0-0			
945	Stream	37	0	21	10	0	0	33	18	3	0		Stock Ordinary Type	"	" " "

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.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.			Fathoms.	Ins.		Fathoms.	Ins.
85084	165	3	145	204	756-2-26						And lind	<i>St. Math.</i>	14/1/28 <i>St. Math.</i>	TOWLINE	140	7 1/2	152.76	140	7 1/2
85093	165	3	do	do	756-0-18	1503				330	3	do	do	" 26/7/28 "	120	3 1/2	38.60	120	2 3/4
					1512-3-10										120	3 1/2	38.72	do	
															120	3 1/2	39.00	do	
															120	4	53.90	do	
															120	4	55.20	do	
Iron Stream Steel Wire	150	6 1/2			128.3						150	6 1/2	F.S.N.R.	TOKIO SEIKO KAISHA	29/1/29 <i>St. Math.</i>				

Steering Gear, Steam *Electric hydraulic, having 4 rams operating rudder crosshead and 2 independent pumps each driven by an electric motor.*

Boats *13 lifeboats, 1 tenna, 6 deck lifeboats.* Steering Chains, Size and Test *Electric.* Windlass *Electric.*

Ceiling in Holds, thickness and material *2 1/2 PINE* Cargo Battens, thickness, material and spacing *2" PINE 6" APART*

WEATHER DECK *33 x 50 SIDE x 44 END COAMINGS*

Cargo Hatchways.—(Upper Deck) *TRUNKED* Thickness of Hatches *3"*

Size of No. 1 Hatchway (Forward) *15'9" x 16'0"* No. 2 *23'9" x 20'0"* No. 3 *17'0" x 18'0"* No. 4 *19'10" x 16'0"* No. 5 *19'10" x 16'0"* No. 6 *19'10" x 16'0"*

Number of Shifting Beams and/or Fore and Afters *Pos. 1, 3, 4 & 5, hatchways 3 webs, No 2 hatchway 4 webs.*

Builder's Signature *S. Tsunomatsu*

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.

The double bottom and deep tanks have been fitted to carry oil fuel with flash point above 150°F. Cargo oil tanks have been fitted at the aft end of No 3 hold (see sketch overleaf)

The vessel has been built in accordance with the approved plans. The workmanship and materials are good.

All weather decks watertight doors and tunnels have been test and found watertight.

A copy of the midship section of the vessel as built also copies of forging, casting and steel testing certificates are enclosed.

Accommodation has been fitted for 226, 1st class; 96, 2nd class and 500, 3rd class passengers.

Wireless installation and direction finder fitted.

The amount of Entry Fee *Yes* : 120
Freeboard : 225
Special Survey Fee.... £ : 8155
Yokohama : 105
Kobe cables : 54.27
Travelling Expenses, if any £ : 544.36
Kobe cables : 90.98
London cables

Fees applied for,

4.4.1930

Received by me,

24/4/30

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

State whether the Vessel has been built under Special Survey *Yes*

Signature

A. W. Clashan

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Yokohama*

Date of issue

29/5/30 advise

Committee's Minute

TUE. 6 MAY 1930

Character assigned

+ 100A1

With freeboard

Write 3/4

Lloyd's arch. + sub 3.30

Oil Sigs, CL, 2 D.B. - 120 lbs

Total No. of Visits 160