

STEEL STEAMER or MOTORSHIP.

24 FEB 1933

Received at London Office

State 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 **25th January 1933.**Port of **NAGASAKI.**No. **1869**Survey held at **NAGASAKI.** Date First Survey **5th December 1931** Last Survey **16th January, 1933.**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **Steel Twin Screw Motor Vessel "NANKAI MARU".**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **Complete Superstructure without opening.**State Type of Erections **Forecastle.**TONNAGE under Tonnage Deck... **5,728.37**CLASS *** 100 AI.**State if with freeboard as condition of Class **Yes**Built at **Nagasaki.**Do. of space or spaces between Tonnage Dk. and Upper Dk. **2,074.96**Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) **L 445.0**Breadth (greatest moulded) **B 60.5**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 40.75**1st Longitudinal Number (L x D) = **18134**2nd Numeral L x (B + D) = **45056**Framing Depth "d," at middle of length. See Sec. 3 (1d) **18.25 E.Rm. 19.42 Hold.**Proportions—Depth to Length—Uppermost continuous deck to top of keel **10.92**Do. Long Bridge to top of keel **--**Draught Moulded **28.18 ft.**Launched **5th July 1932.** Yard No. **501.**Builders **Nagasaki Works, Mitsubishi Zosen Kaisha, Ltd.,**Owners **Osaka Shosen Kabushiki Kaisha.**Managers **/**
(Where necessary to be entered in Reg. Book.)Residence **Osaka.**Port of Registry **Osaka.**

If surveyed while building, afloat, or in dry dock

While Building.

FRAMES, DOUBLE BOTTOM AND BEAMS.

| | or m/m INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. | | or m/m INCHES IN SHIP. | Any Departure from Approved Plans to be Noted. |
|--|---|--|--|--|--|
| FRAMES, Spacing amidships | 33 | | Bracket Floors, Frame | B.A. 7 3 1/2 .425 | |
| " " from 1/2 length to Collision bulkhead | 27 | | " " Reversed Frame | B.A. 180x75x9.5 | |
| " " in peaks | 24 | | " " Vertical Struts | B.A. 180x75x9.5 & C.H. 250x90x90x11/114.5 | |
| SIDE FRAMING. | | | Centre Girder, depth and thickness amidships | 46 .62 | |
| Frame Amidships, XXXX [XXX] | 230x90x90x10/13.5 extend to U.Dk web cut down to form 200x90x10 L between U & 3rd Dk alternately. | | " " top Angles | D.A. 90 90 14-13 | |
| " " Extends up to | | | " " bottom Angles | D.A. 130 130 16.5-15 | |
| Reversed Frame Amidships, Angle | 90 90 10 L extending to 3rd deck. | | Side Girders, No. each side and thickness | 2 | |
| " " Extends up to | | | Margin Plate depth (excl. of flange) and thickness | 40 1/2 .56 | |
| Depth of Framing Girder | 9" | | " " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem | 130 130 12.5 A. | |
| Frames in Uppermost Continuous 'tween Decks, Angle, XXXX [XXX] | 9 x 3 1/2 .475 (11-67) 200x90 " (68-87) 8 x 3 1/2 .45 (89-101) | | " " Vertical Angle to Tank side Bracket forward 1/2 len. from stem | 130 130 12.5 D.A. | |
| " " XXXX XXXX XXXX Angle, No. [XXX] | 230x90x90x10/13.5 & 200x90x10 L alt(102-132) | | " " Gussets, spacing and scantling abaft 1/2 len. from stem | Continuous plate | |
| " " XXXX Second " " " | 9 x 3 1/2 .475 (11-67) 300x90x90x11/13.5 (68-87) 8 x 3 1/2 .45 (89-101) | | " " Gussets, spacing and scantling forward 1/2 len. from stem | flat tank | |
| Framing in Peaks, XXXX [XXX] | 200x90x90x10/13.5 and 200x90x10 L alt(102-132) | | Tank Side Brackets, height above XXXX line at toe of Frame and thickness | 82" .50 | |
| Diameter and Spacing of Rivets through Frame and Shell Plating amidships | 9 3/4 .475 | | INNER BOTTOM PLATING. | | |
| State if Frame Joggled | Yes | | Breadth and thickness of Middle Line Strake | 56 .56-.46 | |
| PANTING ARRANGEMENTS (Sec. 7), state system and particulars | Deep frame arrangement 300x90x90x12.5/15.5 extends to U.Dk or Fore Dk web cut down to form 200x90x12.5 L between U.Dk & Fore Dk. | | Thickness of remainder in Holds | 48 - .42 | |
| STRENGTHENING OF BOTTOM FORWARD. State Particulars | Add int. side girders fitted 3'-0" apart aft. girder extending as far as practicable. 3 strakes of shell plating next keel maintained .67 to coll bulkhead & specially compensated. | | 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 | 8x3x3x.375/.50 | |
| Height of Brackets at side above base line at toe of frame | | | " " in way of Bridge, Angle, [or [| | |
| Middle Line Keelson, on Floors, Angles, [or [| | | Spacing | 33 .425 (50-62) | |
| " " Through Plate or Intercostal Plate | | | Second Deck, amidships, XXXX [XXX] | 8x3x3x.50/.525 (63-69, 131) 8x3x3x.375/.50 (71-85 & 140-146) | |
| " " Foundation Plate on Floors | | | Spacing | 33 | |
| " " Flat Plate Keel Angles | | | Third Deck, amidships, XXXX [XXX] | 8x3x3x.40/50 (132-140) 8x3x3x.50/.525 (141-147) 8x3x3x.375/.50 | |
| Side Keelsons, No. each side | | | Spacing | 33 | |
| " " thickness of Intercostal Plate | | | Fourth Deck, amidships, Angle, [or [| | |
| " " Angles | | | Spacing | | |
| DOUBLE BOTTOM. | | | Poop Deck, Angle, [or [| | |
| Solid Floors, thickness and spacing | .44 Every 3rd frame except in Mach. space. Deep oil tank, for of 1/2 L and at narrow ends. Yes | | Spacing | | |
| " " Are Frame and Reversed Frame joggled? | Yes | | Bridge Deck, XXXX [XXX] | 150 75 8 | |
| Bracket Floors, breadth and thickness at middle line | 35" .44" | | Spacing | 33 | |
| " " breadth and thickness at margin plate | 35" .44" | | Forecastle Deck, XXXX [XXX] | 8x3x3x.38/.50 | |
| | | | Spacing | 27 & 24" | |

| | 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..... | | | | |
| " " " " " | | | | |
| " " " " " | | | | |
| " " " " " | | | | |
| Centre Line Bulkhead. | | | | |
| Stiffeners and Spacing..... | | | | |
| Plating, thickness of | | | | |
| STRINGERS AND DECKS. | | | | |
| Uppermost Continuous Deck. | | | | |
| Stringer Plate, breadth and thickness in Wells | .66-.44 | | | |
| " " " " , in way of Bridge | .64 .66 ✓ | | | |
| " Angle in Wells | 150 150 17 ✓ | | | |
| Thickness of Plating abreast Deck openings / in way of Wells | .52 ✓ | | | |
| Thickness of Plating abreast Deck openings / in way of Bridge | .49 at casing. ✓ | | | |
| Thickness of Plating within line of openings...✓ | .42-.36 ✓ | | | |
| If Sheathed, material and thickness | 3" O.P. where exposed in way of B.D. | | | |
| Second Deck. | 2½" O.P. inside dk house. | | | |
| Stringer Plate, breadth and thickness in Wells... | 1.44 36 | | | |
| Stringer Plate, breadth and thickness in way / of Bridge | | | .44 ✓ | |
| Thickness of Plating abreast Deck openings / in way of Wells | | | 40- .34 | |
| Thickness of Plating abreast Deck openings / in way of Bridge | | | .40 | |
| Thickness of Plating within line of openings... | | | 34- .32 | |
| If Sheathed, material and thickness | | | / | |
| Third Deck. | | | .42 in way of Deep tank ✓ | |
| Stringer Plate, breadth and thickness..... | | | .34 ✓ | |
| If Plated, state thickness..... | | | .30 ✓ | |
| | | | .42 in way of Deep tank ✓ | |
| 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..... | | | | |
| Plating, Sheathing, material and thickness ... | | | | |
| Forecastle Deck. | | | | |
| Stringer Plate, breadth and thickness..... | | | .36 ✓ | |
| Plating, Sheathing, material and thickness ... | | | .36 | |

| STAKES. | | | | | | | | | | RIVETING. | | | | | | | | | | |
|--|--|------------|--|------------|----------|------------|--|--|---------|---|--------------------|--|--|------------------------|---------|---------|--|--------------------|--|--|
| AS IN VESSEL. | | | | | | | | | | EDGES. No | | | | | | | | | | |
| ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | | | | | | | | | | State if Joggled? | | | | | | | | | | |
| STRAKES. | | | | | | | | | | BUTTS. | | | | | | | | | | |
| AMIDSHIPS. | | | | | FORWARD. | | | | | SINGLE OR DOUBLE. | | | | | RIVETS. | | | | | |
| Breadth. | | Thickness. | | Thickness. | | Thickness. | | | Diam. | | Spacing cr. to cr. | | | No. OF ROWS OF RIVETS. | | Diam. | | Spacing cr. to cr. | | |
| Inches. | | Inches. | | Inches. | | Inches. | | | Inches. | | Inches. | | | Inches. | | Inches. | | Inches. | | |
| * specially doubling (F.No.123-149) (.67). | | | | | | | | | | Double | | | | | | | | | | |
| FLAT PLATE KEEL | | | | | | | | | | 1 3 2/3 4-3 1 4-3 1/2 Lapped | | | | | | | | | | |
| ,, DBLG. (if any) .67 (between frame 123-148) | | | | | | | | | | / / | | | | | | | | | | |
| BOTTOM PLATING, No. of Strakes67 .52 .52 | | | | | | | | | | Double 7/8 3 1/2 4-3 7/8 3 1/2-3 1/2 Lapped | | | | | | | | | | |
| BILGE PLATING, No. of Strakes67 to collision bulkhead & one strake next to keel specially doubling (123-141) (.67) & 2 strakes specially increased thick (128-151) (.78) | | | | | | | | | | " 7/8 3 1/2 3 7/8 3 1/2 " | | | | | | | | | | |
| SIDE PLATING, No. of Strakes65 .49 .49 | | | | | | | | | | " 7/8 3 1/2 3 7/8 3 1/2 " | | | | | | | | | | |
| UPPER DECK, Sheer-strake in Wells..... 69 .78 .49 .49 | | | | | | | | | | 1 3 2/3 4-3 1 4 7/8 3 1/2 " | | | | | | | | | | |
| UPPER DECK, Sheer-strake in Bridge ... / | | | | | | | | | | | | | | | | | | | | |
| STRAKE BELOW SHEER-strake in Wells..... .65 .49 .49 | | | | | | | | | | " 7/8 3 1/3 4-3 7/8 3 1/2-3 1/2 " | | | | | | | | | | |
| STRAKE BELOW SHEER-strake in Bridge ... / | | | | | | | | | | | | | | | | | | | | |
| POOP SIDE PLATING | | | | | | | | | | | | | | | | | | | | |
| BRIDGE SIDE PLATING ... / | | | | | | | | | | | | | | | | | | | | |
| FORECASTLE SIDE PLATING .44 | | | | | | | | | | Single 3/4 3 Single 3/4 2 5/8 " | | | | | | | | | | |

| | | | |
|---|-------------------|----------------------------------|------------------------------------|
| Total No. of W.T. BULKHEADS in Vessel— | | | |
| Extending to Upper Deck (Sec. 3 c) | 1 | ✓ | |
| " Deck next below | 7 | ✓ | |
| As per Rule | 7 | ✓ | |
| For particulars of remaining bulkheads, please see approved plan. | Rising Thickness. | STIFFENERS. | |
| | | VERTICAL Scantlings, Spacing. | HORIZONTAL Scantlings, Spacing. |
| MIDSHIP BULKHEAD, Upper tween decks | 160 | 28-125x75x9.5BA | ✓ |
| " " Second | 110 | 26-180x75x9.5BA | ✓ |
| " " Third | 2 | 28-125x75x7.5A | ✓ |
| " " Holds | 110 | 26-180x75x9.5 BA | ✓ |
| COLLISION " (in Hold) | 160 | 30-250x90x9.5CH. 14.3 | ✓ |
| AFTER PEAK " " | 10 | 30-180x75x9.5CH. 14.3 | ✓ |
| | | 24-200x75x10BA | ✓ |
| | | 30-82x62x3.75x50CH. | ✓ |

| | Casting or Forging. | Scantlings. | Maker's Name. | Any departure from approved plans to be noted. |
|--|---------------------|-----------------------------|----------------------------|--|
| KEEL, Bar | | / | | |
| STEM | F.S. | 10 $\frac{1}{2}$ x 2-5/8 | Mitsubishi Zosen K.Nag. | |
| STERN FRAME { Propeller Post " Rudder .. | C.S. | As per approved plan. | " | |
| RUDDER—A x D | | 786 | | |
| Speed of Vessel | | 14 $\frac{3}{4}$ knots. | | |
| RUDDER mainpiece at head .. | F.S. | 13 $\frac{1}{2}$ | ✓ | W |
| " " heel .. | | 10 $\frac{1}{2}$ | ✓ | " |
| " " how constructed .. | | Stream line- | built. | ✓ |
| ✓ " double or single plate | | Double | .50 | ✓ |
| " coupling, vertical or horizontal | | Vertical. | ✓ | |

STEEL.

| Number of Certificates. | 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. |
|----------------------------|--------------------|--------------------|------------------|------------------------|---------------------------------|------------------------|----------|--|
| | | Gws. qrs. lbs. | Gws. qrs. lbs. | Tons. cwis. qrs. lbs. | Owts. | | | |
| 1065 | 1st Bower ... | 85 3 16 | | 61 10 0 | 0 | Hall's Stockless | Sumitomo | Oseaka |
| 1068 | 2nd „ ... | 85 1 2 | | 61 10 0 | 0 | " | " | 12-1-32 Y.Jo. |
| 1069 | 3rd „ ... | 84 2 6 | | 61 10 0 | 0 | " | " | " |
| | Collective weight. | 255 2 24 | | | 232 | | | |
| 1060 | Stream | 24 3 18 | 6 0 26 | 24 15 0 | 0 | Ordinary Stock | " | " 6-11-31 Y.Jo. |

| 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. | Start- ing. | Break- ing. | Supplied. | Per Rule. | Length. | Diam. | | | | | Length. | Chr. | | Length. | Chr. |
| 1840 | 311 $\frac{2}{3}$ | 2 $\frac{1}{2}$ | 112 $\frac{5}{10}$ | 1044-0-12 | 940 | ✓ | 300 | 2 $\frac{1}{2}$ | S.L. | Osaka Chain Wks. | Osaka. 17-12-31 Y.Jc | POWLINE... | 130 | 5 $\frac{1}{2}$ | 94.86 | 130 | 5 $\frac{1}{2}$ |
| | | | 157 $\frac{5}{16}$ | | | | | | | | | HAWSERS & WARPS | | | | | |
| | | Chr. | | | | | | | Chr. | Spec. Nippon | Osaka | | 2-100 | 8 | Manila | 100 | 8 |
| Iron Steam } Steel Wire } | 120 | 4 $\frac{1}{2}$ | ✓ | 72.50 | | | 120 | 4 $\frac{1}{2}$ | Flex. | Tessen K. | 1-9-32 K.K. | | 2-100 | 8 | " | 100 | 8 |

| | | | |
|--|--|--|---------------------------------------|
| Steering Gear, Steam | Brown Bros' Electro Hydraulic. | Steering Gear, Hand | Yes |
| Boats | 2- 26'-0" Lifeboats. 1- Temma. | Steering Chains, Size and Test | Windlass Electric driven. |
| Ceiling in Holds, thickness and material | 2½" Soft wood on 2" sleeper. | Cargo Battens, thickness, material and spacing | 6"x 2" Soft wood. Spaced 7" apart. |
| Cargo Hatchways.—(Upper Deck) | Plates & angles & wood covers. | Thickness of Hatches | 3" O.P. |
| Size of No. 1 Hatchway (Forward) | 27'0"x18'0" No. 2 35'9"x20'0" No. 3 35'9"x20'0" No. 4 24'9"x20'0" No. 5 33'0"x20'0" No. 6 24'12"x20'0" | | |
| Number of Shifting Beams | 2- 4' x 6' x 12' x 12' x 12' No. 1- 6. No. 2- 7. No. 3- 7. No. 4- 4. No. 5- 6. No. 6- 4. | | |

Builder's Signature

C. Motora
GENERAL MANAGER,

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel **Yes** (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo **Yes** The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been constructed under Special Survey in accordance with the terms of the Rules and Approved Plans.

The materials have been tested, found efficient, & the workmanship throughout is good.

The Fore & Aft peak tanks, Deep tanks, Side tanks in Eng.Room-Fresh water tank, Double bottom tanks, Weather decks, gutterways, Shaft tunnel and W.T.bulkheads have been tested with satisfactory results

All steam heating pipes in (to) oil fuel and deep tanks have been tested in place to 200 lbs/ sq.in. hydraulic pressure and found sound and tight. All oil fuel & cargo oil pipes tested in place to 60 lbs per sq.in. hydraulic pressure and found sound and tight.

The freeboard has been verified and the Marks cut in on the vessel's sides.

Vessel fitted for the carriage of Cargo oil in deep tanks, F.P.above 150° F.

The vessel has cruiser stern.

This vessel is eligible in our opinion to have the record of *ICCAI with freeboard, with date of build 1-'33, in the Register Book.

Plans of Ship as built sent under separate cover:- Midship Section. Construction Profile & Deck. W.S.P. & Pillar Girders. W.T. & O.T. Bulkhead. Shell Expansion. Wing F.O. Tank Top, & Bow Construction &c. Inner Bottom. Aux. Engine Seat. Stem. Rudder. Stern Frame. Shaft Bracket. and Pumping.

Casting & Forging Certificates forwarded herewith.

The amount of Entry Fee £ 180:00

Special Survey Fee.... £ 10055:00

Freeboard. £ 210:00

Travelling Expenses, if any £ 55:00 (Kobe charge)

Fees applied for, 16. 1. 1933

Received by me, FEB 3 1933

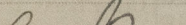
I am of opinion the Vessel should be Classed ***IOCAI.** with freeboard.

State whether the Vessel has been built under Special Survey **Yes** Signature *H. Buchanan & T. Kinniburgh*
H.M. *Nagasaki* *3/2/92*
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned +100A1 with preboard
barring cargo oil F.P. above
150° F. in Deep Tanks

+ L. MC. 1,33 C.L.
D.R. 100 lb. Oil Eng.

write ~~to~~
L.A.
Lloyd's A. & O. P. 

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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.)

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

| | | | | | | |
|---------------|----|---|-----|------|------|-----------|
| 1st Bower | 50 | 1 | 22. | Y.J. | 1065 | 13-11-31. |
| 2nd „ | 49 | 2 | 26 | " | 1068 | 24-12-31 |
| 3rd „ | 49 | 0 | 12 | " | 1069 | 24-12-31 |
| Stream | 23 | 0 | 24 | " | 1060 | 30-10-31 |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop / ft., R.Q.D. / ft., Bridge / ft., Forecastle **39.60**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) **3 Dks. stl. 3 Tr.Beam.**

Official No. **38116.** ; Signal Letters **J.K.M.E.** Is bottom of Vessel coated with cement **No** if not give
particulars of composition **Fore & aft peak tanks, & F.W.tanks, cement washed only.**

PARTICULARS OF WATER BALLAST.—

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|-------------------|--------------------------|--|-------------------|--------------------------|
| Double bottom, aft, | 132.0 | 236.5 | Fore peak tank, | 25.25 | 95.59 |
| Double bottom, under Engines and Boilers, | 57.75 | 412.51 | After peak tank, | 20.5 | 88.94 |
| Double bottom, if under Engines only, | 183.5 | 667.38 | Deep tank, aft, | 35.75 | 1184.51 |
| Double bottom, if under Boilers only, | 1316.39 | | Deep tank, forward, | 110.0 | 1062.72 |
| Double bottom, forward, | | | Other tanks, if fitted, Wing tank P & S. | | |
| Total capacity of double bottom | | | (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. **100**

Date **21st March 1931.**
LONDON.

Dates of Surveys
held while building

1931:—Dec 5.15.16.19.22.28. 1932:—Jan 6.13.18.22.25.26.28.29 Feb 3.5.6.12.
15.18.24 Mar 1.8.14.28.29 Apr 1.4.8.14.16.19.20.22.26 May 3.4.7.11.14.17.
18.24.27.28.30 June 2.7.14.22.27.28 July 4.5.12.21 Aug 2.5.8.16.26.27 29.
Sep 1.19.21.26.29 Oct 19 Nov 2.22.30 Dec 8.12.26.
1933:—Jan 9.11.13.14.16.