

STEEL STEAMER or MOTORSHIP.

Received at London Office 25 MAR 1935

State if Report has been sent on the Freeboard of the Vessel No

State if Report is sent on the Machinery of the Vessel Yes

Date of completion of report 19th February 1935.

Port of NAGASAKI.

No. 2018

Survey held at NAGASAKI.

Date First Survey 30th December 1934 Last Survey 15th February 1935

On the (State if Machinery fitted with and if Single, Twin or Triple Screw) Steel Single Screw Motor Vessel "NOJIMA MARU"

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

State Type of Erections Poop, Bridge, & Forecastle.

TONNAGE under 6,450.68
Tonnage Deck...

CLASS #100AI.

State if with freeboard Without
as condition of Class Meters

Built 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 136

Launched 24th Oct. 1934 Yard No. 582.

Total 6,450.68

Breadth (greatest moulded) B 19

Builders Mitsubishi Jukogyo Kaisha, Ltd.

Gross Tonnage 7,183.63

Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) D 10.5

Owners Nippon Yusen Kabushiki Kaisha.

Register Tonnage 4,317.93

1st Longitudinal Number (L x D) = 1.428

Managers /

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

2nd Numeral L x (B + D) = 4.012

Residence Tokio.

REGISTERED DIMENSIONS.
Meter.

Length 449'6" 137.05

Framing Depth "d," at middle of length. See
Sec. 3 (1d) 5.770

Port of Registry Tokio.

Breadth 62'3" 19.00

Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel 12.95

If surveyed while building, afloat, or in dry dock

Depth 34'4" 10.50

Do. Long Bridge to top
of keel 10.5

Building.

Draught Moulded 8.364 M.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	m/m or INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		m/m or INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	800 m/m	AS Approved	Bracket Floors, Frame	B.A. 8½ 3½ .45	AS Approved
" " from ⅓ length to Collision bulkhead	650 m/m	"	" " Reversed Frame	B.A. 180 75 9.5	"
" " in peaks	600 m/m	"	" " Vertical Struts	Ch. 250x90x90x11 & BA. 180x75x9.5	14.5 "
DE FRAMING.			Centre Girder, depth and thickness amidships	14.5 - 11.5	"
Frame Amidships, Angle, [or]	300x90x90x10.5/13 ER. 300x90x90x12/15.5 HD.		" " top Angles	Double 90x90x13.5-13	"
" " Extends up to	Upper & 2nd Deck alternately & Br. Dk. where fitted in way of Holds-E.R. frames.		" " bottom Angles	130x130x16.5-15 130x130x15.5-14	"
Extend to Upper Deck.			Side Girders, No. each side and thickness	Two 10.5 ER 11.5	AS approved
Depth of Framing Girder	Channel frs. cut to form 200x90x10 & 12 at Alt. frs. in Hold Tw. decks & every frs in Br. space.		Margin Plate depth (excl. of flange) and thickness	995x14	"
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket abaft ½ len. from stem	130x130x12	130x130x 11.5
" " Second 'tween Decks Angle, [or]			" " Vertical Angle to Tank side Bracket forward ½ len. from stem	250 250 13	AS approved
" " Third 'tween Decks Angle, [or]			" " Gussets, spacing and scantling abaft ½ len. from stem	11.5 to 11 continued	"
" " Fourth 'tween Decks Angle, [or]			" " Gussets, spacing and scantling forward ½ len. from stem	Flat Tk: top	"
Framing in Peaks, Angle, [or]	9" 3½" .475"	"	Tank Side Brackets, height above base line at toe of Frame and thickness	1800x12.5	"
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	22 m/m x 140 m/m.	"	INNER BOTTOM PLATING.		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	1360x13-11 13.5 ER	"
STING ARRANGEMENTS (Sec. 7), state system and particulars	3 side stringers full length No. 1 Hold Bkt: to frs: with beams in F.P.		Thickness of remainder in Holds	11.5-11&10	"
LENGTHENING OF BOTTOM FOR- WARD. State Particulars	From ½ forward solid floors every frs: with double ang: to shell: side girders carried as far forward as possible & 6 strakes bott: plating of increased thickness fitted, as approved.		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?	--	"
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	230x90x90x 10/13.5	230x90x90x 9/13.5
Height of Brackets at side above base line at toe of frame			" " in Wells, Angle, [or]	230x80x80x 9.5/12	230x80x80x 9/12
Middle Line Keelson, on Floors, Angles, [or]			" " in way of Bridge, Angle, [or]		
" " Through Plate or Intercostal Plate			Spacing	On every frames.	
" " Foundation Plate on Floors			Second Deck, amidships, Angle, [or]	230x90x90x 10/13.5	As Approved
" " Flat Plate Keel Angles			Spacing	Every frames.	"
Side Keelsons, No. each side			Third Deck, amidships, Angle, [or]		
" " thickness of Intercostal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle, [or]		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing			Poop Deck, Angle, [or]	180x75x75x 8/10.5	AS approved
" " Are Frame and Reversed Frame joggled?	Yes	AS approved	Spacing	Every frame	"
Bracket Floors, breadth and thickness at middle line	870 x 11	"	Bridge Deck, Angle, [or]	200x80x80x8/11 230x80x80x9.5/12	230x80x80x 9/12
" " breadth and thickness at margin plate	870 x 11	"	Spacing	Every frame	
			Forecastle Deck, Angle, [or]	180x75x75x8/10.5	AS approved
			Spacing	Every frame	"

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	Widely Spaced	As Approved	Stringer Plate, breadth and thickness in way of Bridge	1260x9.5	As approved
in 'tween Decks, Size and Spacing.....	100&110 Dia. Solid wide Spaced	"	Thickness of Plating abreast Deck openings in way of Wells	10 to 8.5	"
" " " " " " " "	200to270 Dia. Tubular Wide Spaced.	"	Thickness of Plating abreast Deck openings in way of Bridge	10.5 to 8.5	"
in Holds " " " " " "	250to455 Dia. Tubular	"	Thickness of Plating within line of openings...	8.5	"
" " " " " " " "	Wide Spaced	"	If Sheathed, material and thickness	Not Sheathed	"
Centre Line Bulkhead.	7"x3 1/2"x.535"	"	Third Deck.		
Stiffeners and Spacing Inverted Ang: 800m/m Apart		"	Stringer Plate, breadth and thickness.....		
Plating, thickness of	7.5	"	If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.	2000x27to13	"	Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	17.5 doublings at Br: ends	"	If Plated, state thickness		
" " " " " " " "	2000 x 11	"	Poop Deck.		
Angle in Wells	200x200x25 to 150x150x17	"	Stringer Plate, breadth and thickness	950 x 10	"
Thickness of Plating abreast Deck openings in way of Wells	17.5 to 11	"	Plating, Sheathing, material and thickness ...	10	"
Thickness of Plating abreast Deck openings in way of Bridge	17.5 to 10	"	Bridge Deck.		
Thickness of Plating within line of openings...	11.5 to 9	"	Stringer Plate, breadth and thickness.....	1600 x 14	"
If Sheathed, material and thickness	Not Sheathed	"	Plating, Sheathing, material and thickness	Stl: 11.5to10.5 Wood. 65	"
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	1260x11to9	"	Stringer Plate, breadth and thickness.....	900 x 10.5	"
			Plating, Sheathing, material and thickness ...	10	"

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? Not Joggled		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.	
	m/m	m/m	m/m	m/m			m/m	m/m	m/m	m/m	
FLAT PLATE KEEL	1330	22.5	25-20.5	20.5	As approved	Double	25	98	4	25 100	Lapped
" DBLG. (if any)			25-								
BOTTOM PLATING, No. of Strakes4....		18	16	15	"	Double	22-25	88 100	4 to 3	22-25	80 100
BILGE PLATING, No. of Strakes1....		18	13	15	"	"	22	88	"	22	85-80
SIDE PLATING, No. of Strakes3....		17.5	12	12	"	"	22	88	3	22	80
UPPER DECK, Sheer-strake in Wells.....	2100	22.5	18	15.5	" <i>Sealed at Br: ends</i>	"	28-22	114 88	4 to 3	28-22	115 80
UPPER DECK, Sheer-strake in Bridge ...	2100	17.5			"	"	22	88	3	22	80
STRAKE BELOW Sheer-strake in Wells.....	2130	17.5	12	12	"	"	22-19	88-75	4 to 3	22-19	80-65
STRAKE BELOW Sheer-strake in Bridge ...	2130	17.5			"	"	22	88	3	22	80
POOP SIDE PLATING			10		"	Single	19	75	1	19	65
BRIDGE SIDE PLATING ...		16.5			"	Double	22	88	4	22	88
FORECASTLE SIDE PLATING			11		"	Single	19	75	1	19	65

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—				
Extending to Upper Deck (Sec. 3 c)	8			
" Deck next below	8			
As per Rule	7			
All bulkheads constructed as per approved plans.		STIFFENERS.		
	Plating Thickness.	VERTICAL.		HORIZONTAL.
		Scantlings.	Spacing.	Scantlings.
MIDSHIP BULKHEAD, Upper tween decks	7 to 12	6.5	120x75x9A700-770	6.5 inverted 770
" " Second "	11to	300x11with		
" " THolds.,	7.5	90x16 T	770	
" " HDeep Tk:..	230x90x90	x10/12.5	650	
COLLISION " (in Hold)	13to	180x75x93	600	
AFTER PEAK " " to..	12.5	180x75x94	600	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat plate			As approved
STEM	CS. 260 Mitsu-FS. x69 bishi			"
STERN FRAME { Propeller Post	Stream lined CS. Castg.			"
{ Rudder				"
RUDDER—A x D.....		13.63		
Speed of Vessel.....		15 knots.		
RUDDER mainpiece at head ...	FS	290	"	"
" " heel ...	FS	221	"	"
" how constructed ..	Built up CS Arms.			
" double or triple plate	Steel	12.5		"
" coupling, vertical or horizontal	8 bolts			"
	Vertical 79m/m dia.			"

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth Process.			
	Nippon Seitetsu Kaisha, Ltd (Imperial Steel Works, Yawata) .. Kawasaki Dockyard Co. Ltd., Nippon Koken K. Kaisha.			
	Has the Steel been tested as required by the Rules? Yes			

EQUIPMENT No. 35,300										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.				
1113	1st Bower	78	0	5	Stockless	57	17	2	0		Improved Hall C.S. Head.	Kobe Stl Works.	Kobe, 31-1-34 H.A.G.	
1112	2nd "	78	0	2		"	"	"	"		"	"	" " "	
1151	3rd "	77	3	6		57	12	2	0		"	"	" 28-1-35 C.M.	
	Collective weight.	233	3	13						232 Cwts				
1102	Stream	22	1	11	5	3	26	22	13	0	14	Admiralty Type	"	" 26-1-34 H.A.G.

CHAIN CABLES.										HAWSERS AND WARPS.							
Number of Certificate.	Length and size supplied.		Test per Certificate. Statutory. Breaking.	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.		Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
2045-A	258 ¹ / ₆	2 ⁷ / ₁₆	106 ¹⁰ / ₁₆	5 ⁵ / ₈	826-2-7	890-25	300	2 ⁷ / ₁₆	S.L.	Osaka Chain Works.	Osaka 18.209-34 Y.J. Osaka 17-1-35 Y.J.	892 TOWLINE	130	5 ¹ / ₂	84.75	130	5 ¹ / ₂
2080	45 ¹ / ₂	"	"	"	144-3-18							HAWSERS & WARPS	400	8	Manila	100	8
												"	300	3	Wire rope	-	-
899 Iron Stream Chain or Steel Wire	120	4 ¹ / ₂	64.26				120	4 ¹ / ₂	S.F.	Tokyo Seiko K.	Yokohama 10-12, 2-34JFW.	"	200	2 ³ / ₄	"	100	2 ³ / ₄

Steering Gear, Steam Electric, Leonard System, Efficient. Steering Gear, Hand Efficient.

Boats 2- 9150x2750x1150m/m & 1 Temma 6000x1600x600m/m

Ceiling in Holds, thickness and material Wood 65 m/m, on 50 m/m batten. Cargo Battens, thickness, material and spacing Wood 50 m/m Thk: Spaced 180 m/m.

Cargo Hatchways. (Upper Deck) Macanking Patent Hatches at Weather deck, as approved. Thickness of Hatches No.1-2 & 5 = 8 m/m, others 7.5 m/m. Steel plate.

Size of No. 1 Hatchway (Forward) 5.85x5 M. No. 2 11.2x6.1 M. No. 3 8.8x6.1 M. No. 4 7.2x6.7 M. No. 5 11.2x6.1 M. No. 6 7.2x5.5 M.

Number of Shifting Beams in Br. spaces:- Upper Dk:- No.3-5: No.4-4: 2nd Dk:- No.1-3: No.2-6: No.3-5: No.4-0.T. Hatch cover:- No.5-6: No.6-4:

NAGASAKI WORKS, MITSUBISHI JUKUGYO KABUSHIKI KAISHA.
Builder's Signature *T. Imanishi* 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.

(a) Oil fuel is carried in double bottom, wing tanks, at aft end of engine room and wing tank in No.6 Hold. F.P.above 150° F.

(b) Cargo oil to be carried in deep tanks under No.4 hatch. F.P.above 150° F. and all the requirements of Sections 20 and 34 of the 1932-3 Rules complied with.

This vessel has been constructed under Special survey in accordance with the Approved plans and terms of the Rules. The materials have been tested found efficient & the workmanship throughout is good. Double bottom tanks, deep tanks, fore & aft peak tanks and F.W.tanks tested to Rule requirement and all found good and tight. Deep tanks specially tested and examined for Cargo oil. Copies of Special certificates herewith. Decks, holds and tween deck bulkheads, and side scuttles hose tested. W.T.door in Eng.room tried and nose tested and all found satisfactory. Hatch covers hose tested and found good and tight. A freeboard of 2147 m/m from top of upper steel deck to centre of disc at side has been assigned by the Japanese Government.

The amount of Entry Fee £ 10-0-0 : Fees applied for, 13. 2. 1935

Special Survey Fee.... £ 474-10-4 Received by me, 28. 2. 1935

Travelling Expenses, if any £ 50:00(Kobe)

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

State whether the Vessel has been built under Special Survey Special Survey. Signature *H. Buchanan* & *T. Kimishu* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Nagasaki. Date of issue 3/4/35

FRI. 29 MAR 1935

Committee's Minute

Character assigned +100A1
Carrying cargo oil, H.P.above 150° F. in Deep Tanks
Lloyd's ar. cl. + Lmb. 2.35
Oil. Eng. Cl. DB-100A1
MM
Wide

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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 of vessel as built forwarded under separate cover, viz:—

Midship section: Construction profile & deck plan: W.S.Pillars & Girders plan. O.T. & W.T.
Bulkhead plan: Shaft tunnel, cargo hatches and sections at ends plan: Stem plan: Stern fra
plan: Rudder plan: Shell expansion plan: Aux.engine seat plan: Pumping plan and also Steel
Invoices:.

Forging and casting certificates forwarded herewith.

Stem (Cert No.907 & 1040). Stern frame (Cert No.1043) Rudder (Cert No.1087 & 1087-A).
Tiller (Kobe Cert No.4163 C).

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	43 - 3 - 16.	H.A.G.	1113.	13-1-34
	2nd "	43 - 2 - 18.	"	1112	"
	3rd "	43 - 3 - 0	C.M.	1151	24-1-35

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ^(7.07 M) 23.1 ft., R.Q.D. - ft., Bridge ^(52 M) 170.6 ft., Forecastle ^(12.38 M) 40.6 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated **Not Jointed.**

No. and Material of Decks (this information is to be given as it should appear in the Register Book) **2 dks, steel. 2 tier beams.**

Official No. **40112** : Signal Letters **J.W.F.J.** Is bottom of Vessel coated with cement **Yes water tanks and** if not give
particulars of composition **(Oil fuel or Lub.oil carried).** **Cofferdams.**

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. M.	Water Capacity. Tons.	Where Fitted.	Length. M.	Water Capacity. Tons.
Double bottom, aft,	32.00	375.88	Fore peak tank,	7.83	80.5
Double bottom, under Engines and Boilers,			After peak tank,	5.40	77.9
Double bottom, if under Engines only,	20.00	496.77	Deep tank, aft,	12.80	1527.4
Double bottom, if under Boilers only,			Deep tank, forward	2.40	172.1
Double bottom, forward,	54.05	506.51	Other tanks, if fitted, E.Rm.fuel oil tank:—	5.60	81.6
			Wing fuel oil tank:—	2.40	36.1
			F.W.tank on Up.Dk:—		
			(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. **111**

Date **27-2-1933**
London.

Dates of Surveys
held while building

1933:— Dec 30. 1934:— Jan 29.30.31 Feb. 1.3.5.6.8.9.12.15.19.21.26 Mar 1.10
13.20.26.28.31 Apr 10.18.24 May 3.10.15.23.30 June 2.6.13.15.21.22.27 Jul
2.11.13.19.21.27.28.30 Aug 1.4.7.8.13.14.18.23.31 Sep 4.7.8.10.14.20.28.
Oct 1.4.6.11.15.19.20.22.23.24.26 Nov 3.22 Dec 5.6.8.22.26.
1935:— Jan 8.9.10.16.17.22.23.25.29.31 Feb 2.4.5.6.7.8.12.13.15.

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Total No. of Visits **98.**