

STEEL ~~STEAMER~~ MOTORSHIP.

-3 DEC 1934

Received at London Office.

State if Report has been sent on the Freeboard of the Vessel. *No*State if Report is sent on the Machinery of the Vessel. *No*Date of completion of report *26th October 1934* Port of *Yokohama* No. *5384*
Survey held at *Uraga* Date First Survey *26th Sept. 1933* Last Survey *29th October 1934*On the *(State if Machinery Altered and of Single, Twin or Triple Screw)* *SINGLE SCREW MOTORSHIP "NAKO MARU"*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)* *Full Scantling* State Type of Erections *Not for office.*TONNAGE under Tonnage Deck *6376.59* CLASS *100A1* State if with freeboard as condition of Class *NO.* Built at *Uraga*Do. of space of 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 136.00* Launched *26th June 1934* Yard No. *388*Total *6376.59* Breadth (greatest moulded) *B 19.00* Builders *Uraga Dock Co. Ltd.*Gross Tonnage *7139.32* Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 10.50* Owners *Nippon Yusen K.K.*Register Tonnage *4272.51* 1st Longitudinal Number (L x D) *= 15372* Managers *(If necessary to be entered in Register Book.)*2nd Numerical L x (B + D) *= 43,190* ResidenceREGISTERED DIMENSIONS. METRES *mm. METRES* Framing Depth "d" at middle of length. See Sec. 3 (1d) *17.84 ES. 21.20* Port of Registry *Yokohama*Length *137.08 137.08 449* Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.95* If surveyed while building, afloat, or in dry dockBreadth *19.00 19.00 62* Do. Long Bridge to top of keel *10.50* *Building*Depth *10.50 10.50 34* Draught Moulded *8.349*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	m. m. f. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		m. m. f. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	800	✓	Bracket Floors, Frame	7 3/4 525	✓
" " from 1/2 length to Collision bulkhead	650	✓	" " Reversed Frame	5 1/2 3 35	✓
" " in peaks	600	✓	" " Vertical Struts	250 x 90 x 90 x 1/4 1/2	✓
SIDE FRAMING.			Centre Girders, depth and thickness amidships	1168 x .57	✓
Frame Amidships, Angle, <i>E or S</i>	300 x 90 x 90 x 1/3 1/2 ES. 1	✓	" " top Angles	90 90 13.5	✓
" " Extends up to	300 x 90 x 90 x 1/3 1/2 ADJACENT 1	✓	" " bottom Angles	130 130 15	✓
Reversed Frame Amidships, Angle	ALL to 2nd DECK	✓	Side Girders, No. each side and thickness	2 48	✓
" " Extends up to		✓	Margin Plate depth (excl. of flange) and thickness	990 .55	✓
Depth of Framing Girder		✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	130 130 12	✓
Frames in Uppermost Continuous 'tween Decks, Angle, <i>E or S</i>	9 3 1/2 475	✓	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	130 130 12	✓
" " <i>BRIDGE</i> 'tween Decks, Angle, <i>E or S</i>	150 90 12 ALT.	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	460 .45 CONTINUOUS	✓
" " Third " " " "	9 3 1/2 475	✓	" " Gussets, spacing and scantling forward 1/2 len. from stem	HORIZONTAL MARGIN	✓
Framing in Peaks, Angle <i>E or S</i>	9 3 1/2 475	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	1803 .50	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5 1/2 1	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	<i>No.</i>	✓	Breadth and thickness of Middle Line Strake	1372 .52	✓
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	DEEP FRAMES 3 PANTING STRINGERS 44 PLATE 7 x 3 1/2 x 525 A	✓	Thickness of remainder in Holds	45	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	BOTTOM PLATING 77 FRAMES 130 x 130 x 12 2 additional Girders	✓	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 in Wells, Angle, <i>E or S</i>	230 x 90 x 90 x 8/15 13.5	✓
Height of Brackets at side above base line at toe of frame	✓	✓	" " in way of Bridge, Angle, <i>E or S</i>	230 x 90 x 90 x 8/15 13.5	✓
Middle Line Keelson, on Floors, Angles, <i>E or S</i>	✓	✓	" " Spacing	800	✓
" " Through Plate or Intercostal Plate	✓	✓	Second Deck, amidships, Angle, <i>E or S</i>	250 x 90 x 90 x 1/3	✓
" " Foundation Plate on Floors	✓	✓	" " Spacing	800	✓
" " Flat Plate Keel Angles	✓	✓	Third Deck, amidships, Angle, <i>E or S</i>	✓	✓
Side Keelsons, No. each side	✓	✓	" " Spacing	✓	✓
" " thickness of Intercostal Plate	✓	✓	Fourth Deck, amidships, Angle, <i>E or S</i>	✓	✓
" " Angles	✓	✓	" " Spacing	✓	✓
DOUBLE BOTTOM.			POOP DECK, Angle, <i>E or S</i>	200 75 10	✓
Solid Floors, thickness and spacing	2400 x .43	✓	" " Spacing	600	✓
" " Are Frame and Reversed Frame joggled?	FRAME YES REV. NO	✓	Bridge Deck, Angle, <i>E or S</i>	230 x 90 x 90 x 8/15 13.5	✓
Bracket Floors, breadth and thickness at middle line	880 x .43	✓	" " Spacing	800	✓
" " breadth and thickness at margin plate	1120 x .43	✓	Forecastle Deck, Angle, <i>E or S</i>	200 x 90 x 90 x 8/15 13.5	✓
			" " Spacing	600 x 650	✓

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..... <i>2</i>										
„ in 'tween Decks, Size and Spacing.....	<i>Wide spaced</i>									
„ „ „ „ „	<i>fillers and</i>									
„ in Holds „ „	<i>girders as per</i>									
„ „ „ „ „	<i>approved plan</i>									
Centre Line Bulkhead.										
Stiffeners and Spacing... <i>INVERTED ANGLE</i>	<i>7</i>	<i>3 1/2</i>	<i>.525</i>							
Plating, thickness of										
STRINGERS AND DECKS.										
Uppermost Continuous Deck.										
Stringer Plate, breadth and thickness in Wells	<i>1930</i>	<i>1.00</i>								
„ „ „ „ in way of Bridge	<i>1240</i>	<i>.43</i>								
„ Angle in Wells	<i>200</i>	<i>200</i>	<i>25</i>							
	<i>150</i>	<i>150</i>	<i>17</i>							
Thickness of Plating abreast Deck openings in way of Wells		<i>.42</i>								
Thickness of Plating abreast Deck openings in way of Bridge		<i>.39</i>								
Thickness of Plating within line of openings...		<i>.46</i>								
If Sheathed, material and thickness		<i>NO</i>								
Second Deck.										
Stringer Plate, breadth and thickness in Wells...	<i>1270</i>	<i>.43</i>								
Stringer Plate, breadth and thickness in way of Bridge										
Thickness of Plating abreast Deck openings in way of Wells										
Thickness of Plating abreast Deck openings in way of Bridge										
Thickness of Plating within line of openings...										
If Sheathed, material and thickness										
Third Deck.										
Stringer Plate, breadth and thickness										
If Plated, state thickness										
Fourth Deck.										
Stringer Plate, breadth and thickness										
If Plated, state thickness										
Poop Deck.										
Stringer Plate, breadth and thickness		<i>.40</i>								
Plating, Sheathing, material and thickness ..		<i>.40</i>								
Bridge Deck.										
Stringer Plate, breadth and thickness	<i>1600</i>	<i>.56</i>								
Plating, Sheathing, material and thickness ..	<i>.46</i>	<i>125 x 75 OP.</i>	<i>EXPOSED</i>							
	<i>.42</i>	<i>145 x 65 "</i>	<i>ACCOMMODATION</i>							
Forecastle Deck.										
Stringer Plate, breadth and thickness		<i>.40</i>								
Plating, Sheathing, material and thickness ..		<i>.40</i>								

SHELL PLATING.

SCANTLINGS.						RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if Joggled?		No. of Rows of Rivets.		RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	Diam.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.							
FLAT PLATE KEEL	<i>1330</i>	<i>.87</i>	<i>.78</i>	<i>.78</i>		<i>DOUBLE</i>	<i>1</i>	<i>4</i>	<i>4R-4R</i>	<i>1</i>	<i>4</i>
„ DBLG. (if any)											
BOTTOM PLATING, No. of Strakes <i>5</i>		<i>.70</i>	<i>.77</i>	<i>.54</i>		<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4R-3R</i>	<i>7/8</i>	<i>3 1/2</i>
BILGE PLATING, No. of Strakes											
SIDE PLATING, No. of Strakes <i>4</i>		<i>.68</i>	<i>.52</i>	<i>.52</i>		<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3R</i>	<i>7/8</i>	<i>3 1/2</i>
UPPER DECK, Sheer-strake in Wells <i>DOUBLED ENDS</i>	<i>1300</i>	<i>1.00</i>	<i>.52</i>	<i>.54</i>		<i>"</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>5R-3R</i>	<i>1 1/8</i>	<i>4 1/2</i>
UPPER DECK, Sheer-strake in Bridge ...		<i>.68</i>				<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3R</i>	<i>7/8</i>	<i>3 1/2</i>
STRAKE BELOW Sheer-strake in Wells	<i>1750</i>	<i>.81</i>				<i>"</i>	<i>1</i>	<i>4</i>	<i>4R-3R</i>	<i>1</i>	<i>4</i>
STRAKE BELOW Sheer-strake in Bridge ...		<i>.68</i>				<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3R</i>	<i>7/8</i>	<i>3 1/2</i>
POOP SIDE PLATING			<i>.40</i>			<i>SINGLE</i>	<i>3/4</i>	<i>3</i>	<i>1R</i>	<i>3/4</i>	<i>2 5/8</i>
BRIDGE SIDE PLATING ...		<i>.64</i>				<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4R</i>	<i>7/8</i>	<i>3 1/2</i>
FORECASTLE SIDE PLATING			<i>.44</i>			<i>SINGLE</i>	<i>3/4</i>	<i>3</i>	<i>1R</i>	<i>3/4</i>	<i>2 5/8</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) *8*„ Deck next below *AFTER PEAK STEPPED 0-10 FRS.*

As per Rule

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<i>No 92 BULKHEAD</i>					
MIDSHIP BULKHEAD, Upper tween decks	<i>26-28</i>	<i>125 x 75 x 9</i>	<i>760</i>		
„ „ Second „					
„ „ Third „					
„ „ Holds	<i>30-41</i>	<i>250 x 90 x 9 1/3</i>	<i>760</i>		
COLLISION „ (in Hold)	<i>30-52</i>	<i>9 x 3 1/2 x 475</i>	<i>610</i>		
AFTER PEAK „ „	<i>30-77</i>	<i>9 x 3 1/2 x 475</i>	<i>550</i>		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
UPPER	<i>PLATE</i>	<i>.72</i>	<i>Yokohama</i>	
STEM				
LOWER	<i>FORGING</i>	<i>260 x 40</i>	<i>OK Co.</i>	
STERN FRAME { Propeller Post	<i>CASTING</i>	<i>AS APPROVED PLAN</i>	<i>Osaka Steel Mfg.</i>	
{ Rudder SHAFT	<i>FORGING</i>	<i>270</i>	<i>ditto</i>	
RUDDER—A x D				
Speed of Vessel		<i>15 KNOTS</i>		
RUDDER mainpiece at head ...				
„ STOCK heel ...	<i>FORGING</i>	<i>280</i>	<i>Osaka Steel Mfg.</i>	
„ how constructed		<i>STREAM LINE</i>		
„ double or single plate		<i>SIMPLEX TYPE</i>		
„ coupling, vertical or horizontal		<i>HORIZONTAL</i>		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture): *Imperial Steel Works, Japan. Nippon Tokai S.S. Entkoffnungskette etc. Oberhausen.*

Osaka S.B. Co.

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

EQUIPMENT No 45,385												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.			
1120	1st Bower ...	78	3	12	<div></div>			58	2	2	0		Hallo Improved Patent	Hobbs Steel Works	17/3/34 H. St Barnett.
1121	2nd „ ...	78	3	1				58	2	2	0		"	"	"
1122	3rd „ ...	78	3	4				58	2	2	0		"	"	"
	Collective weight.														
1123	Stream	22	0	4	6	0	0	22	9	1	14		Admiralty 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.	Length.	Diam.					Length.	Cir.		Tons.	Length.
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
1988	302	2 7/16	106 9/10	149 5/8	973.2.3				Stud link	Osaka Chain Works Ltd.	Hobe 23/1/34 J. J.	TOWLINE...	130	5 1/4	84		
												HAWSERS & WARPS }	3 @ 100	3			
												"	3 @ 100	2 3/4			
												"	4 @ 100	8			
Iron Stream } Chain or Steel Wire }	120	4 1/2		61.8													

Steering Gear, Steam *Electric efficient* Steering Gear, Hand *Quadrant geared to main quadrant.*
2 lifeboats 9200 x 2770 x 14 00
Boats *1 Lemna 5990 x 1700 x 680.* Steering Chains, Size and Test Windlass *Electric efficient.*
Ceiling in Holds, thickness and material *2 1/2 N.W.* Cargo Battens, thickness, material and spacing *150 x 50 SPACED 180 m.m.*
Cargo Hatchways.-(Upper Deck) *44 x 610* Thickness of Hatches *75 m.m. in tween decks.*
Size of No. 1 Hatchway (Forward) *5850 x 5000* No. 2 *11200 x 6100* No. 3 *9600 x 6100* No. 4 *8000 x 6700* No. 5 *11200 x 6100* No. 6 *7200 x 5500*
Number of Shifting Beams and/or Fore and Afters *ALL WEATHER DECK HATCH COVERS OF STEEL, "MACKANKING" PATENT AS PER APPROVED PLAN.*

Builder's Signature *A. J. O'Connell* for U.D.C.

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.
The double bottom tanks and wing tanks aft have been fitted to carry oil fuel with flash point above 150° F.
Cargo oil tanks have been fitted in No. 4 hold, flash point above 150° F.
The vessel has been built in accordance with the approved plans.
The workmanship and materials are good.
All weather decks, watertight bulkheads doors and shaft tunnels have been hose tested 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.
Wireless fitted.
Sister vessel "NAGARA MARU". Report No. 5350, used for checking this report.

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for. *5-11-1934*
Special Survey Fee.... £473 : 2 : 6 Received by me. *5-1-1935*
Travelling Expenses, if any *£85 50/60*
I am of opinion the Vessel should be Classed *100 A1*
Carrying cargo oil in deep tanks F.P. above 150° F
Cruiser Stern.
State whether the Vessel has been built under Special Survey *Yes* Signature *A. McShane*
Certificate to be sent to *Yokohama* Date of issue *12/12/34*
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 7 DEC 1934*
Character assigned *+100 A1*
carry cargo oil, F.P. above 150° F in deep tanks.
Lloyd's A.C.C. *+ Linc 10.34*
Welder electrically *Ch.*
welder. *S.B. 100 lb.*
oil. Eng.
RM

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.)

PILLARS, No. of

in 'tw

"

in H

"

Centre Line
Stiffeners and

Plating, thick

STRINGERS A
Uppermost C
Stringer Pl

"

At

Thickness
in way

Thickness
in way

Thickness

If Sheath

Second B
Stringer

STR

FLAT PLATE

" I

BOTTOM P
of Strak

BILGE PLA
Strakes

SIDE PLA
Strakes

UPPER D
strake

UPPER I
strake

STRAKE
strake

STRAKE
strake

POOP ST

BRIDGE

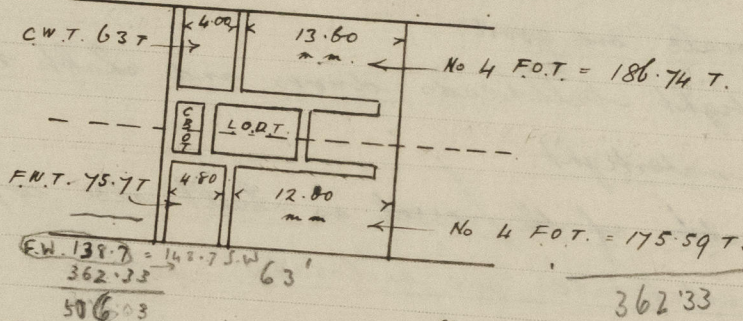
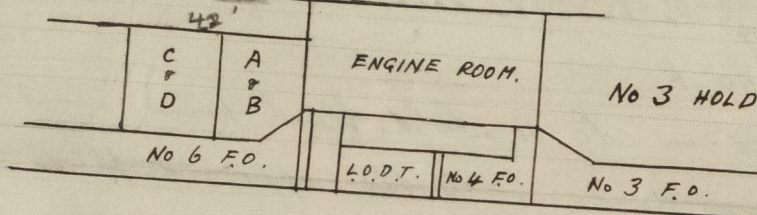
FOREC

Total

$$345.63T = D \quad B = 341.88$$

$$325.53T = C \quad A = 327.65$$

671.16
669.53
1340.69
- DEEP TANKS (CARGO OIL) -



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

1st Bower	1120	44.2 - 23	10/3/34	HAG
2nd "	1121	44.1 - 27	"	"
3rd "	1122	44.1 - 23	"	"
Stream	1123	21.0 - 22	"	"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 23.23 ft., R.Q.D. ✓ ft., Bridge 173.24 ft., Forecastle 40.58 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated No
Rudder electrically welded. Carrying cargo oil in deep tank F.P. above 150°F. Cruiser stem.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 DKS. STEEL.

Official No. 39727 : Signal Letters J.R.W.J.

particulars of composition Is bottom of Vessel coated with cement No. if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length.	Water Capacity. Tons.	Where Fitted.	*Length.	Water Capacity. Tons.
Double bottom, aft,	32.80	419.49	Fore peak tank,	8.20	71.66
Double bottom, under Engines and Boilers, ✓			After peak tank,	6.00	68.45
Double bottom, if under Engines only, SEE SKETCH			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	55.65	690.68	Other tanks, if fitted, WING TANKS AFT F.O.	7.20	94.43
Total capacity of double bottom	111.01	1110.17	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 29

Date Feb 7th 1933.

Dates of Surveys
held while building

26/9/1933, 31/10, 2/11, 10/11, 20/11, 24/11, 28/11, 1/12, 7/12, 20/12, 21/12, 24/12, 12/1/1934, 29/1,
29/1, 6/2, 12/2, 14/2, 16/2, 21/2, 26/2, 2/3, 9/3, 20/3, 23/3, 2/4, 6/4, 13/4, 19/4, 24/4, 30/4, 3/5, 9/5,
11/5, 16/5, 24/5, 26/6, 25/4, 24/8, 7/9, 12/9, 29/9, 1/10, 9/10, 26/10, 27/10.

Has the Steel been tested as required by the Rules?

Total No. of Visits 46