

## STEEL STEAMER or MOTORSHIP.

Received at London Office 29 JAN 1932

State if Report has been sent on the Freeboard of the Vessel *Yes with Kobe letter 12/12/31*State if Report is sent on the Machinery of the Vessel *Yes*

Date of completion of report 24-12-31

Port of Kobe

No. 7609

Survey held at Tama

Date First Survey 8 May 1931

Last Survey 15 Dec 1931

19

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

Steel Single Screw Motor Vessel NACHISAN MARU

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

Intermediate type Cruiser Steam

State Type of Erections

TONNAGE under Tonnage Deck... 3559<sup>23</sup>

CLASS 100A1

State if with freeboard as condition of Class *Yes*

Built at Tama

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 338-0

Launched 26 Oct. 1931 Yard No. 183

Total 3559<sup>23</sup>

Breadth (greatest moulded) B 49

Builders Mitsui Bussan Kaisha

Gross Tonnage 4309<sup>35</sup>

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 30.05

Owners Mitsui Bussan Kaisha

Register Tonnage 2567<sup>12</sup>

1st Longitudinal Number (L x D) = 10157

Managers

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

## REGISTERED DIMENSIONS. FEET.

Length 339.50

Breadth 49

Depth 30.05

Framing Depth "d," at middle of length. See Sec. 3 (1d) 17.6

Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.26

Do. Long Bridge to top of keel 8.95

Draught Moulded 23-3.16

Residence Tokio

Port of Registry Kobe

If surveyed while building, afloat, or in dry dock

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.
<b>FRAMES, Spacing amidships</b>	30"		<b>Bracket Floors, Frame</b>	6 3/2 30	
" " from 3/4 length to Collision bulkhead	27"		" " Reversed Frame	2 3 30	5 1/2 x 3 = 30
" " in peaks	24"		" " Vertical Struts	10 3/2 42	
<b>FRAME FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	39 x 50	
<b>Frame Amidships, Angle</b>	10 3/2 48		" " top Angles	5 5 48	
" " Extends up to	2nd Deck		" " bottom Angles	6 6 56	
<b>Reversed Frame Amidships, Angle</b>	—		<b>Side Girders, No. each side and thickness</b>	26	
" " Extends up to	—		<b>Margin Plate depth (excl. of flange) and thickness</b>	3 1/2 x 47	40 when flanged
<b>Depth of Framing Girder</b>	—		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 1/2 x 3 1/2 38	
<b>Frames in Uppermost Continuous 'tween Decks, Angle</b>	7 3/2 36		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	5 x 5 44	in Peeking
" " Second 'tween Decks, Angle, [ or [	—		" " Gussets, spacing and scantling abaft 1/2 len. from stem	38 Continuous at oil	
" " Third " " " "	—		" " Gussets, spacing and scantling forward 1/2 len. from stem	38 at all elsewhere	
<b>Framing in Peaks, Angle</b>	7 3/2 36		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>	55 x 44	
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	7/8 5 1/4		<b>INNER BOTTOM PLATING.</b>		
<b>State if Frame Joggled</b>	—		<b>Breadth and thickness of Middle Line Strake</b>	49 x 48	
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	Deep frame system 11 x 9 1/2 x 48 N.B.S. with intermediate stringers		<b>Thickness of remainder in Holds</b>	41	
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	Add 3 full x half height girders between fore and aft frames double riveted single angles 5 x 6 x 48		<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?</b>	Yes	
<b>SINGLE BOTTOM.</b>			<b>BEAMS.</b>		
<b>Floors, Depth and thickness at mid-line in Holds</b>	—		<b>Uppermost Continuous Deck, amidships in Wells, Angle</b>	7 3/2 36	
<b>Height of Brackets at side above base line at toe of frame</b>	—		" " in way of Bridge, Angle	8 3 35	N.B.S.
<b>Middle Line Keelson, on Floors, Angles, [ or [</b>	—		<b>Spacing</b>	every frame	
" " Through Plate or Intercoastal Plate	—		<b>Second Deck, amidships, Angle</b>	180 75 85 N.B.S.	
" " Foundation Plate on Floors	—		<b>Spacing</b>	at every frame	
" " Flat Plate Keel Angles	—		<b>Third Deck, amidships, Angle, [ or [</b>	—	
<b>Side Keelsons, No. each side</b>	—		<b>Spacing</b>	—	
" " thickness of Intercoastal Plate	—		<b>Fourth Deck, amidships, Angle, [ or [</b>	—	
" " Angles	—		<b>Spacing</b>	—	
<b>DOUBLE BOTTOM.</b>			<b>Poop Deck, Angle</b>	7 3 84	See Plan
<b>Solid Floors, thickness and spacing</b>	36 with stiffeners spaced every 8th frame except as required by Rule. Frame joggled 8 ft. cut		<b>Spacing</b>	at alternate	
" " Are Frame and Reversed Frame joggled?	—		<b>Bridge Deck, Angle</b>	7 3 34	
<b>Bracket Floors, breadth and thickness at middle line</b>	30 x 38		<b>Spacing</b>	at every frame	
" " breadth and thickness at margin plate	32 x 38		<b>Forecastle Deck, Angle</b>	8 3 1/2 43	See Plan
			<b>Spacing</b>	at alternate 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.
<b>PILLARS, No. of Rows.....</b>	<i>Three Rows</i>		Stringer Plate, breadth and thickness in way of Bridge .....	<i>98" x 36</i>	
„ in 'tween Decks, Size and Spacing.....	<i>Wide Spread</i>		Thickness of Plating abreast Deck openings in way of Wells .....	<i>32</i>	
„ „ „ „ „	<i>Pillars</i>		Thickness of Plating abreast Deck openings in way of Bridge .....	<i>34</i>	
„ in Holds „ „	<i>See app'd Plan</i>		Thickness of Plating within line of openings...	<i>32</i>	
„ „ „ „ „			If Sheathed, material and thickness .....	-	
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	-		Stringer Plate, breadth and thickness.....	-	
Plating, thickness of .....	-		If Plated, state thickness.....		
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....	-	
Stringer Plate, breadth and thickness in Wells	<i>51" x 55</i>		If Plated, state thickness .....		
„ „ „ „ in way of Bridge	<i>45" x 36</i>		<b>Poop Deck.</b>		
„ Angle in Wells .....	<i>6 6 64</i>		Stringer Plate, breadth and thickness .....	<i>32" x 33</i>	
Thickness of Plating abreast Deck openings in way of Wells .....	<i>42</i>		Plating, Sheathing, material and thickness .....	<i>32" not sheathed 1" or</i>	
Thickness of Plating abreast Deck openings in way of Bridge .....	<i>32</i>		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	<i>35</i>		Stringer Plate, breadth and thickness.....	<i>51" x 40</i>	
If Sheathed, material and thickness .....	-		Plating, Sheathing, material and thickness .....	<i>34" 2 1/2" &amp; Pm accommodation 40 not sheathed</i>	
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	<i>79" x 36</i>		Stringer Plate, breadth and thickness.....	<i>32" x 33</i>	
			Plating, Sheathing, material and thickness .....	<i>32 not sheathed</i>	

## SHELL PLATING.

SCANTLINGS.						RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.
FLAT PLATE KEEL .....	<i>50</i>	<i>68</i>	<i>61</i>	<i>61</i>		<i>double</i>	<i>7/8</i>	<i>3 1/3</i>	<i>3</i>	<i>7/8</i>	<i>3 1/8</i>
„ DBLG. (if any)											
BOTTOM PLATING, No. of Strakes ...3.....		<i>56</i>	<i>50</i>	<i>46</i>		<i>double</i>	<i>7/8</i>	<i>3 1/3</i>	<i>3</i>	<i>7/8</i>	<i>3 1/8</i>
BILGE PLATING, No. of Strakes .....1.....		<i>56</i>	<i>44</i>	<i>48</i>		<i>double</i>	<i>7/8</i>	<i>3 1/3</i>	<i>3</i>	<i>7/8</i>	<i>3 1/8</i>
SIDE PLATING, No. of Strakes .....3.....		<i>56</i>	<i>42</i>	<i>42</i>		<i>double</i>	<i>7/8</i>	<i>3 1/3</i>	<i>3</i>	<i>7/8</i>	<i>3 1/8</i>
UPPER DECK, Sheer-strake in Wells.....	<i>49"</i>	<i>64</i>	<i>46</i>	<i>44</i>	<i>approved 42</i>	<i>double</i>	<i>7/8</i>	<i>3 1/3</i>	<i>4</i>	<i>7/8</i>	<i>3 1/2</i>
UPPER DECK, Sheer-strake in Bridge ...	<i>49"</i>	<i>56</i>	<i>42</i>	<i>42</i>		<i>double</i>	<i>7/8</i>	<i>3 1/3</i>	<i>3</i>	<i>7/8</i>	<i>3 1/8</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>66 1/2</i>	<i>60</i>	<i>42</i>	<i>42</i>		<i>double</i>	<i>7/8</i>	<i>3 1/3</i>	<i>3</i>	<i>7/8</i>	<i>3 1/8</i>
STRAKE BELOW Sheer-strake in Bridge ...	<i>66 1/2</i>	<i>56</i>				<i>double</i>	<i>7/8</i>	<i>3 1/3</i>	<i>3</i>	<i>7/8</i>	<i>3 1/8</i>
POOP SIDE PLATING .....				<i>36</i>		<i>Single</i>	<i>5/8</i>	<i>2 1/2</i>	<i>2</i>	<i>3/4</i>	<i>2 3/8</i>
BRIDGE SIDE PLATING ...		<i>52</i>				<i>Single</i>	<i>7/8</i>	<i>3 1/3</i>	<i>3</i>	<i>7/8</i>	<i>3 1/8</i>
FORECASTLE SIDE PLATING			<i>39</i>			<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>2</i>	<i>3/4</i>	<i>2 5/8</i>

## WATERTIGHT BULKHEADS.

<b>Total No. of W.T. BULKHEADS in Vessel—</b>	
Extending to Upper Deck (Sec. 3 c) .....	<i>Six</i>
„ Deck next below .....	-
As per Rule .....	<i>Six</i>

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar .....</b>	-	-		
<b>STEM .....</b>		<i>12 x 2 1/4</i>		
<b>STERN FRAME</b> { Propeller Post .....		<i>Special cast</i>		
{ Rudder „ .....		<i>Steel stem frame</i>		
<b>RUDDER—A x D.....</b>	<i>272</i>			
<b>Speed of Vessel.....</b>	<i>14 knots</i>			
<b>RUDDER</b> mainpiece at head ...		<i>8 3/4</i>		
„ „ heel ...				
„ how constructed .....		<i>Only Rudder</i>		
„ double or single plate .....		<i>See approved plan</i>		
„ coupling, vertical or horizontal.....				

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHEAD, Upper tween decks</b>	<i>28-30</i>	<i>6 x 3/4</i>	<i>33</i>	-	-
„ „ Second „					
„ „ Third „					
„ „ Holds .....	<i>32-40</i>	<i>9 x 3/4</i>	<i>33</i>	-	-
<b>COLLISION</b> „ (in Hold) .....	<i>32-40</i>	<i>9 x 3/4</i>	<i>24</i>	<i>1 flat 18 1/2</i>	
<b>AFTER PEAK</b> „ „ .....	<i>30-40</i>	<i>9 x 3/4</i>	<i>24</i>	<i>18 1/2</i>	

<b>STEEL.</b>	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>O. H. S. M.</i>
	<i>Arms Shipbuilding Co., Pease &amp; Partners, David Colville &amp; Sons, Lancashire Steel Co., Stewart &amp; Lloyd's Register Foundation</i>
	Has the Steel been tested as required by the Rules? <i>yes</i>



EQUIPMENT No. <u>26719</u>												LETTER	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.					
751	1st Bower	58	2	19				47	12	1	17	✓	Owts.	Stahl's anchor	Japan Steel Works	Hakodate 22-6-31
753	2nd "	58	2	22				47	12	3	6	✓		" "	" "	" "
755	3rd "	50	1	16				42	12	1	17	✓		" "	" "	" "
	Collective weight.	167	3	1												
757	Stream	15	0	0	4	0	26	16	10	0	0			Stahl's anchor	" "	M. Kamakura

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.		Length.	Cir.						
1795	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.	Steel Link	The Osaka Chain Works Ltd.	Osaka Chain Works, Peking, Hanks	Y. J.	TOWLINE...	Fathoms.	Ins.	Tons.	Fathoms.	Ins.				
	273 2/3	2 1/8	81 1/4	113 3/4	649-0-17			270	2 1/8										90	4 1/2	67.47	90	4 1/2	
																			120	4 1/2	64.36	120	4 1/2	
Iron Steam Chain or Steel Wire															HAWSERS & WARPS	90	7"							
															"	90	7"							
															"	90	7"							
															"	90	7"							

Steering Gear, Steam Electric Remote Type no Steering Gear, Hand yes

Boats 3 including Tanna Steering Chains, Size and Test Nil Windlass Electric driven

Ceiling in Holds, thickness and material 2 1/2" Hokkai pine Cargo Battens, thickness, material and spacing 6"x2" Oregon pine 9" apart

Cargo Hatchways.—(Upper Deck) 5 Thickness of Hatches 2 3/4" on 2<sup>nd</sup> dk. 2 1/2" on upper deck.

Size of No. 1 Hatchway (Forward) 18'12"x27' No. 2 22'x30' No. 3 22'x22'-6" No. 4 22'x30' No. 5 22'x30' No. 6

Number of Shifting Beams and/or Fore and Afters 5 beams except No. 3 hatch where 4 beams no fore & afters

PER PRO. MITSUI BUSSAN KAISHA, LTD.

Builder's Signature

MANAGER, SHIPBUILDING DEPT

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 no The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with approved plans, instructions & Rules.  
The materials and workmanship are good

The fuel tanks, double bottom tanks, mtlr. effudams, bulkheads, tunnel, weather decks, scuppers, watertight doors & tarpaulins have been tested as required by the Rules. Water ballast is carried in fore & aft tanks and throughout the double bottom except at frames No. 33-56 and 68-78 which are fuel oil tanks and under machinery space which are fresh water & lubricating oil & effudam spaces. The requirements of section 20 of the Rules have been complied with.

In an opinion, the vessel is entitled to the notation "Fitted for Oil Fuel 12.31; Flash point above 150°F; Lloyd's A.C.P. "Winkler and Khatius light"

The amount of Entry Fee ..... £ 80 :

Special Survey Fee.... £4357 :

Travelling Expenses, if any £ 134 :  
 (including machinery)

State whether the Vessel has been built under Special Survey yes

Fees applied for,

1st Jan 1932

Received by me,

18/3/32

The owner desires the vessel to be noted  
the classification certificate No. 81.8

I am of opinion the Vessel should be Classed 100 A1

with freeboard

G. Pickering, Supt. A.B. Morrison

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Kobe Office

Date of issue 5/2/32

Committee's Minute/

FRI. 5 FEB 1932

Character assigned

+ 100A1

with freeboard

Lloyd's A.C.P.

+ L.M.C. 12.31

C.L.

Oil Eng. A.B. Morrison



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Lloyd's Register  
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.)

Plans embodied: *Midship Section, Profile, Decks & Inner Bottom*  
*Copies of Fitting & Lashing Reports & Invoices embodied*

Freeboards have been assigned to this vessel by the Government Surveyor as follows:—  
Top of upper deck stringer plate  
to centre of keel 6'-9-8"

F.W. Line 5-8" up  
Tactical load line 5-4" up  
Winter " " 5-4" down

The summer freeboard as assigned & marked on the vessel corresponds to a draught of 23-26 feet above top of keel and this freeboard has been approved for Classification (See K.R. letter dated 12/12/31 and Secretary's cable of 30/12/31)

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

1st Bower 38-1-0 M.K. 752 21-6-31  
2nd " 38-1-8 M.K. 754 21-6-31  
3rd " 33-0-19 M.K. 756 21-6-31

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 32 ft., R.Q.D. — ft., Bridge 105 ft., Forecastle 25-75 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) 2 pl. 8th.

Official No. 37153 ; Signal Letters Y L P T Is bottom of Vessel coated with cement yes if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	105	217-1 SW	Fore peak tank,	19	56-3 SW
Double bottom, under Engines and Boilers,			After peak tank,	20	212-4 "
Double bottom, if under Engines only,	40	118-6 "	Deep tank, aft,	nil	
Double bottom, if under Boilers only,			Deep tank, forward,	nil	
Double bottom, forward,	144-5	389-8 "	Other tanks, if fitted,		
		Total capacity of double bottom 724-5	(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.

Date 17<sup>th</sup> Nov. 1930

Dates of Surveys held while building

May 8. June 1.15.29. July 7.28. Aug. 11.13.25.31  
Sept. 2.8.14.25. Oct. 27.19.26.30 Nov. 11.25 Dec. 8.10.12.15

Total No. of Visits 31