

STEEL STEAMER or MOTORSHIP.

-7 APR 1933
Received at London OfficeState 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 **11th March, 1933.**Port of **NAGASAKI.**No. **1878.**Survey held at **NAGASAKI.**Date First Survey **1st Sept. 1931.**Last Survey **6th March 1933.** 19On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **Steel Twin Screw Motor Vessel "HOKKAI 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 Works, Mitsubishi Zosen Kaisha, Ltd.,**Launched **3rd Sept. 1932.** Yard No. **502.**Builders **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.Do. of space or spaces between Tonnage Dk. and Upper Dk. **2,074.96**Total **7,803.33**Gross Tonnage **8,416.19**Register Tonnage **5,114.29**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.**REGISTERED DIMENSIONS.
FEET.Length **446.8**Breadth **60.5**Depth **40.75**

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. or m/m	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. or m/m	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	33	As Approved	Bracket Floors, Frame	BA... 7 3 1/2 .425	As Approved
" " from 3/4 length to Collision bulkhead	27	Do	" " Reversed Frame	BA. 180x75x9.5	Do
" " in peaks	24	Do	" " Vertical Struts	BA. 180x75x9.5 250x90x90x11/14.5	Do
SIDE FRAMING.			Centre Girder, depth and thickness amidships	46 .62	Do
Frame Amidships, 230x90x90x10/13.5 extend to U.Dk web cut down to form 200x90x10 L between U & 3rd Dk alternately.			" " top Angles	DA... 90 90 14-13	Do
" " Extends up to		Do	" " bottom Angles	DA... 130 130 16.5-15.2	Do
Reversed Frame Amidships, Angle	90 90 10 L extending		Side Girders, No. each side and thickness	2	Do
" " Extends up to	to 3rd deck.	Do	Margin Plate depth (excl. of flange) and thickness	40 1/2 .56	Do
Depth of Framing Girder	9"		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	130 130 12.5 A. 2	
Frames in Uppermost Continuous 'tween Decks, Angle, 230x90x90x10/13.5	230x90x90x10/13.5 (68-87) 200x90x10 L alt (102-132)		" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	130 130 12.5 D.A. 2	
" " SECOND SECOND, " "	9x3 1/2 x 4.75 (11-67) 300x90x90x11/13.5 (68-87) 8x3 1/2 x 4.5 (89-101) 230x90x90x10/13.5 and 200x90x10 L alt (102-132)		" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous plate 2	
Framing in Peaks, 230x90x90x10/13.5	9x3 1/2 x 4.75 (11-67) 300x90x90x11/13.5 (68-87) 8x3 1/2 x 4.5 (89-101) 230x90x90x10/13.5 and 200x90x10 L alt (102-132)		" " Gussets, spacing and scantling forward 1/4 len. from stem	flat tank.	Do
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	9 3/8 5/16 .475 to Fore Dk. 7/8 5/16 1/2 48 Fwd	Do	Tank Side Brackets, height above base line at toe of Frame and thickness	82" .50	Do
State if Frame Joggled	Yes	Do	INNER BOTTOM PLATING.		
ANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep frame arrangement 300x90x90x12.5/15.5 L extends to U.Dk or Fore Dk web cut down to form 200x90x12.5 L between U.Dk & Fore Dk.		Breadth and thickness of Middle Line Strake	56 .56-.46	Do
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Add int. side girders fitted 3'-0" apart 2 ft. apart girder extending as far as practicable.		Thickness of remainder in Holds	.48 - .42	Do
ANGLE BOTTOM.			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	Do
Floors, Depth and thickness at mid-line in Holds	3 strakes of shell plating next keel maintained .67 to coll. bulkhead & specially compensated.	Do	BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships	8x3x3x.375/.50	Do
Middle Line Keelson, on Floors, Angles, [or]			" " in way of Bridge, Angle, [or]	33	Fr.No. 425(50-62)
" " Through Plate or Intercostal Plate			Spacing	8x3x3x.50/.525 (11-66, 102-131) 8x3x3x.375/.50 (71-85, 141-Forward)	
" " Foundation Plate on Floors			Second Deck, amidships, 8x3x3x.375/.50	40/.50 (132-140)	
" " Flat Plate Keel Angles			Spacing	33	
Side Keelsons, No. each side			Third Deck, amidships, Angle, [or]	8x3x3x.40/.50 (132-140) 8x3x3x.375/.50 (11-66, 102-131) 8x3x3x.375/.50 (87-100, 141-Forward)	
" " thickness of Intercostal Plate			Spacing	33	
" " Angles			Fourth Deck, amidships, Angle, [or]		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	.44 every 3rd frame except in Machy. space. Deep oil tank for oil L 100 and at narrow ends		Poop Deck, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	Yes	As Approved	Spacing		
Bracket Floors, breadth and thickness at middle line	35" .44"	Do	Bridge Deck, 8x3x3x.375/.50	150-75-8	Do
" " breadth and thickness at margin plate	35" .44"	Do	Spacing	33	Do
			Forecastle Deck, 8x3x3x.375/.50	8x3x3x.38/.50	Do
			Spacing	27 & 24"	Do

PILLARS AND DECKS.									
PILLARS. No. of Rows.....	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.			
	Widely	Spaces							
Stringer Plate, breadth and thickness in way of Bridge.....					.44				
Thickness of Plating abreast Deck openings in way of Wells.....					.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.									
Stringer Plate, breadth and thickness.....					.42 in way of Deep tank.				
If Plated, state thickness.....					.30				
If Plated, state thickness.....					.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				

SHELL PLATING.									
SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			
	AMIDSHIPS.	FORWARD.	AFT.			No.			
Breadth.	Thickness.	Thickness.	Thickness.						
Inches.	Inches.	Inches.	Inches.						
FLAT PLATE-KEEL.....	55	.85	Specialty doubling .67 (F.No.123-149).			Double	1	3 2/3	4-3
" DELG. (if any).....			.67 (between F.No.123-148)						
BOTTOM PLATING, No. of Strakes.....		.67	.52	.52		Double	7/8	3 1/2	4-3
BILGE PLATING, No. of Strakes.....									
SIDE PLATING, No. of Strakes.....		.65	.49	.49		Double	7/8	3 1/2	3
UPPER DECK, Sheer-strake in Wells.....		.69	.78	.49		"	7/8	3 1/3	4-3
UPPER DECK, Sheer-strake in Bridge.....						"	7/8	3 1/3	4-3
STRAKE BELOW Sheer-strake in Wells.....		.65	.49	.49		"	7/8	3 1/3	4-3
STRAKE BELOW Sheer-strake in Bridge.....						"	7/8	3 1/3	4-3
POOP SIDE PLATING.....						"	7/8	3 1/3	4-3
BRIDGE SIDE PLATING.....						"	7/8	3 1/3	4-3
FORECASTLE SIDE PLATING.....						"	7/8	3 1/3	4-3

WATERTIGHT BULKHEADS.									
FORGINGS and CASTINGS.									
STIFFENERS.									
STEEL.									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth Process.									
Imperial Steel Works. Yawata.									
Has the Steel been tested as required by the Rules? Yes									

EQUIPMENT No. 46059												ANCHORS. 35 18						
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.				
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.				Owts.			
1061	1st Bower ...	84	3	8	-	-	-	61	0	0	0	Hall's Stockless	Sumitomo	Osaka 6-11-31 Y.J.				
1062	2nd „ ...	84	2	16	-	-	-	61	0	0	0		“		“	“		
1063	3rd „ ...	85	1	12	-	-	-	61	10	0	0		“		“	“		
	Collective weight.	254	3	8	-	-	-											
	Stream	24	3	3				6	0	22	24	12	3	7	Ordinary Stock.	“	“	“

CHAIN CABLES.												HAWERS 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.		Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.					Length.	Cir.		Fathoms.	Ins.	Tons.
1802	313 1/2	2 1/2	112 1/2	5	1042-0-16	940	300	2 1/2	S.L. Chain Wks.	Osaka	Osaka.	28-8-31 Y.J.	TOWLINE...	130	5 1/2	93.80	130	5 1/2	
			157 5/10																
3280-B	120	4 1/2	80.70				120	4 1/2	Spec. Nippon Flex.	Nippon Tessen K.	Osaka	1-9-32 K.K.	HAWERS & WARPS	2-	100	8"	Manila	100	8"
															2-	100	8"	"	100

Steering Gear, Steam	Brown Bros' Electro Hydraulic	Steering Gear, Hand	Yes
Boats	2- 26'-0" Lifeboats. 1- Temma.	Steering Chains, Size and Test	/
Ceiling in-Holds, thickness and material	2 1/2" 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 24'9"x20'0"		
Number of Shifting Beams	No. 1- 6. No. 2- 7. No. 3- 7. No. 4- 4. No. 5- 6. No. 6- 4.		
NAGASAKI WORKS, NITTOBUSHI ZOSSEN KAISHA, LTD.			
Builder's Signature			
Mitsubishi			
GENERAL MANAGER			

Steering Gear, Steam Brown Bros' Electro Hydraulic Steering Gear, Hand Yes									
Boats 2- 26'-0" Lifeboats. Steering Chains, Size and Test 1- Temma. Windlass Electric driven.									
Ceiling in Holds, thickness and material 2 1/2" 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 42'-9"x20'-0" No. 5 33'-0"x20'-0" No. 6 42'-9"x20'-0"									
Number of Shifting Beams 2- 26'-0" No. 1- 6. No. 2- 7. No. 3- 7. No. 4- 4. No. 5- 6. No. 6- 4.									
NAGASAKI WORKS, MITSUBISHI & S.S. KAISHA, LTD.									
Builder's Signature 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 and the workmanship throughout is good.									
The Fore & after peak tanks, Deep tanks, Side tanks in Engine Room. Fresh water tanks, Double bottom tanks, Weather decks, gutterways, Shaft tunnel & W.T.Bulkheads have been tested with satisfactory results.									
All steam heating pipes in oil fuel and deep tanks have been tested in place to 200 lbs/ sq.inch. hydraulic pressure and found sound and tight. All oil fuel and cargo oil pipes tested in place to 60 lbs per sq.inch, 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.									
This vessel is eligible in our opinion to have record of *IOOAI with freeboard, with date of build 3.-'33. and notation "Lloyd's A & C.P" and "Cruiser Stern" in Register Book.									
The amount of Entry Fee ¥ 183:00 Fees applied for, 6. 3. 1933									
Special Survey Fee ¥ 10233:00 Received by me, 19/4/33									
Freeboard ¥ 210:00 Travelling Expenses, if any ¥ 65:00 (Kob) Charge.									
State whether the Vessel has been built under Special Survey Yes Signature T. Kuniishi Surveyor to Lloyd's Register of Shipping.									
Certificate to be sent to Nagasaki. Date of issue 19/4/33									
Committee's Minute WED, 19 APR 1933									
Character assigned + 100AI with freeboard Carrying cargo oil F.P. above 150° in Deep tanks									
Lloyd's A & C.P. + L.M.C. 3.33 C.L.									

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.)

Sister Vessel "Nankai Maru", Nagasaki Report No.1869.

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 and bow construction &c. Inner bottom. Aux. Engine Seat.
Stem. Rudder. Stern Frame. Shaft Bracket, and Pumping plan. and Steel Invoices.

Casting and Forging Certificates forwarded herewith.

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	49- 1- 16.	Y.Jo. 1061	30-10-31.
	2nd "	49- 2- 11.	" 1062	"
	3rd "	49- 1- 6.	" 1063	"
	Stream.	23- 0- 14.	" 1059	"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle **39.60t.**
(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. **38123.** ; Signal Letters **J.K.V.E.** Is bottom of Vessel coated with cement **No** if not give
particulars of composition **Fore & aft peak tanks and 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,			After peak tank,	20.5	88.94
Double bottom, if under Engines only,	57.75	412.51	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,	35.75	1184.51
Double bottom, forward,	183.5	667.38	Other tanks, if fitted, Wing tank P & S.	110.0	1062.72
Total capacity of double bottom		1316.39	(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. **101.**

Date **31st March 1931.**
LONDON.

Dates of Surveys
held while building

1931. Sep 1.7.8.9.11.16.19.21.22.28.29.30 Oct 5.15.16.19.22.28.28 Nov 5.10.17
1932. Jan 9.13.17.22.26 Feb 16.27 Mar 9.28 Apr 8.12.15.16.20.25.26 May 3.5.9
18.24.27 June 1.2.6.7.10.14.17.21.22.24.27.29.30 July 2.13.18.25.26.29.30
Aug 2.5.10.12 13.16.19 Sep 1.2.20.23.28.29 Oct 19 Nov 2.18.26 Dec 13.
1933. Jan 7.16.20.24 Feb.4.8.10.14.21.22 Mar 1.4.4

Total No. of Visits **106.**