

STEEL STEAMER OR MOTORSHIP.

Received at London office

19 MAY 1954

State if Report has been sent on the Freeboard of the Vessel Yes

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

Date of completion of report THE 27TH APRIL 1954 Port of KOBE No. 2076

Survey held at Maizuru Date First Survey 1st April 1953 LAST SURVEY 10th February, 1954

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw Motor Vessel "NAGASHIMA MARU"

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

FULL SCANTLING

State Type of Erections F.B. & F

NAGE under 3283.44
nage Deck...of space or spaces
between Tonnage Dk.
d Upper Dk.

s Tonnage 3902.72

ster Tonnage 2105.92

REGISTERED DIMENSIONS.
FEET Meter

th 107.30

dth 15.60

h 8.12

CLASS 100A1

State if with freeboard

as condition of Class

centre of rudder

FEET M/M

Length from fore part of stem to after part of rudder stock on summer L.W.L. See Sec. 3 (1a)

L 105.500

Breadth (greatest moulded)

B 15.600

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

D 8.100

1st Longitudinal Number (L x D) =

2nd Numeral L x (B + D) =

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

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

Do. Long Bridge to top of keel

Draught Moulded J.G. Assigned S

6.7405 m/m

Built at Maizuru

Launched 3rd Nov., 1953 Yard No. 5

Builders Iino SB & Engr., Co., Ltd.
Maizuru Dockyard

Owners Iino Kaiun K.K.

Managers Marunouchi 3-chome, Chiyoda-ku
(Where necessary to be entered in Reg. Book)

Residence Tokyo, Japan

Port of Registry Tokyo

If surveyed while building, afloat, or in dry

dock Yes, Undocked 9/1/54.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INDEX IN SHIP. m/m	Any Departure from Approved Plans to be Noted.		INDEX IN SHIP. m/m	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	760	✓	Bracket Floors, Frame	-	✓
" " from $\frac{3}{8}$ length amidships to Collision bulkhead	700	✓	" " Reversed Frame	-	✓
" " in peaks	610	✓	" " Vertical Struts	-	✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	980x12.5	✓
Frame Amidships, Angle \angle or \top	For E.R. 230x11 B.P. ✓ Aft. E.R. 300x90x20x12/15.5 ✓		" " top Angles	150x12 F.B.	✓
" " Extends up to	Second Deck	✓	" " bottom Angles	Welded	✓
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	One 9.5 in ER 8.5 in hold	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	11.5	✓
Depth of Framing Girder			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	Welded	✓
Frames in Uppermost Continuous 'tween Decks, Angle \angle or \top	180x9.5 B.P. ✓		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	Welded	✓
" " Second 'tween Decks, Angle \angle or \top			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	11 at every frame	✓
" " Third " " " "			" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	11 at every frame	✓
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	250x12 B.P. ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	1.550x10.5	✓
" " in peaks, Angle \angle or \top	180x75x9.5 B.A. ✓		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	Welded	✓	Breadth and thickness of Middle Line Strake	1.250x12	✓
State if Frame Joggled			Thickness of remainder in Holds	10	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes	✓	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	✓
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes	✓	BEAMS.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle \angle or \top	200x10 B.P. ✓	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle \angle or \top	200x10 B.P. ✓	
Height of Brackets at side above base line at toe of frame			Spacing	760	✓
Middle Line Keelson, on Floors, Angles, \angle or \top			Second Deck, amidships, Angle \angle or \top	180x9.5 B.P. ✓	
" " Through Plate or Inter-costal Plate			Spacing	760	✓
" " Foundation Plate on Floors			Third Deck, amidships, Angle \angle or \top		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle \angle or \top		
" " thickness of Intercostal Plate			Spacing		
" " Angles			Poop Deck, Angle \angle or \top	180x9.5 B.P. ✓	
DOUBLE BOTTOM.			Spacing	610	✓
Solid Floors, thickness and spacing	9.5 every frame	✓	Bridge Deck, Angle \angle or \top	180x9.5 B.P. ✓	
" " Are Frame and Reversed Frame joggled?	Welded	✓	Spacing	760	✓
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle \angle or \top	180x9.5 B.P. ✓	
" " breadth and thickness at margin plate			Spacing	610	✓

PILLARS AND DECKS.
PILLARS, No. of Rows Widely spaced, Two
in 'tween Decks, Size and Spacing 150x9 to 300x11
in Holds 220x10 to 450x15
Centre Line Bulkhead. Stiffeners and Spacing
Plating, thickness of STRINGERS AND DECKS. Uppermost Continuous Deck.
Stringer Plate, breadth and thickness in Wells 195x25 AT AFT WELL
Bridge 150x50x19 90x30x13 200x20x25 AT 1/2 BR AT ENDS AT BR BREAK
Angle in Wells 16 F.W. 19 A.W.
Thickness of Plating abreast Deck openings in way of Wells 10.5 - 9
Thickness of Plating abreast Deck openings in way of Bridge 9
Thickness of Plating within line of openings No
If Sheathed, material and thickness No
Second Deck. Stringer Plate, breadth and thickness in Wells 9

SHELL PLATING.
SCANTLINGS.
STRAKES. AS IN VESSEL. ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.
Flat Plate Keel 1220 18 18
Bottom Plating, No. of Strakes 15.5 17 12
Bilge Plating, No. of Strakes 15.5 12 12
Side Plating, No. of Strakes 14.0 10.5 10.5
Upper Deck, Sheer-strake in Wells 17.5 12 12.5
Upper Deck, Sheer-strake in Bridge 14.0
Strake below Sheer-strake in Wells 14.5 12 12
Strake below Sheer-strake in Bridge 14-16
Poop side Plating 14 8.5
Bridge Side Plating 18 at ends
Forecastle Side Plating 9.5
RIVETING.
Upper Edges. State if jagged? No in MM. BUTTS.
D.R. 22 85
D.R. 22 85
F&G Welded H D.R. 22 85
T.R. & D.R. 22 85 (at ends of Brd) 22 85 (in way of Brd)
Welded
Welded
Welded
Welded

WATERTIGHT BULKHEADS.
Total No. of W.T. BULKHEADS in Vessel - Extending to Upper Deck (Sec. 3c) 6
Deck next below As per Rule 6
STIFFENERS.
VERTICAL. HORIZONTAL.
MIDSHIP BULKH'D, Upper 'tween decks 65x7 100x75x7 625x760
Second 100x75x7 625x760
Third 180x90x20x35 625x760
Holds 75x10 100x75x7 600 610x9 150 FL 1.700
COLLISION (in Hold) 65x25 100x75x10 500 610x9 150 FL 1.700
AFTER PEAK 75x16 100x75x10 500 610x9 150 FL 1.700

STEEL.
Manufacturer's Name or Trad. Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open hearth
Yawata, Fuji, Kawasaki, Nihon Kokan.
Has the Steel been tested as required by the Rules? Yes

EQUIPMENT No. 28,565.2 LETTER W ANCHORS.
1st Bower 2725 45.800
2nd 2720 45.800
3rd 2715 45.800
Collective weight 8160 44.580
Stream 730 16.290
HALL'S TYPE KOMATSU AT MAKER 2-10-53 H. IKEDA
ADMIRALTY TYPE

CHAIN CABLES. HAWSERS AND WARPS.
389 278.6 1 7/8 88% 23 3/4 523-0-0 270 2 1/2 LINK KOMATSU AT MAKER 11-8-53 H.I. 28-8-53 M.S. 17-9-53 H.I. 2-10-53 H.I.
110 4 1/2 61.9 120 4 1/2 S.W.R. KAWASAKI 14-1-54

Steering Gear, Type (Power or hand Electric/Hydraulic (Heleshaw Type) Alternative Means of Steering Hand
Steering Chains (Size and Test) None Windlass Electric Boats 2 Wood (50" (48 persons) 150m/mx50m/m (Pine)
Rigging in Holds, thickness and material 65m/m (Pine) on 30m/m sleeper Cargo Battens, thickness, material and spacing 230m/m Apart in Holds, horizontal in tween deck spaces vertical Thickness of Hatches 60m/m
Cargo Hatchways. (Upper Deck) Steel plates and angles (on Bridge)
Size of Hatchways No. 1 (Fwd) 7000x6000 No. 2 11400x6300 No. 3 6840x6300 No. 4 11400x6300 No. 5 9880x6000 No. 6
Number of Shifting Beams and/or Fore and Afters 4 7 5 6
Builder's Signature Guichio Inaka, Standing Director, Iino SB & Eng., Co., Ltd.

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel Yes F.P. Above 150°F
(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 (where required to be inserted in the Notation).
This ship has been built under special survey in conformity with the Society Rules and the Secretary's letters. The scantlings and arrangements of the ship are as given in the report and as shown on the approved, amended and as fitted plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to the rule requirements. The plans of midship section and profile and decks showing the ship as built now forwarded herewith have been checked with the approved arrangements and found to be in order. The materials and workmanship are good. The peak tanks, all double bottom tanks, cofferdams and deep tanks have been tested as required by the Rules and found satisfactory.
The W/T bulkheads and deep tanks have been hosed tested and found satisfactory.

FORGINGS AND CASTINGS.
KEEL, Bar
STEM M.S. per plan Builder
STERN FRAME S.C. per plan Builder
Speed of Vessel 12.75 knots
RUDDER - Type Semi Balanced
A x D
Diam. of head S.F. 239 Builder
Mainpiece at top pintle S.C. per plan Builder
heel S.C. per plan Builder
how constructed Plates & Diaphragms welded
double or single plate Double
coupling, vertical or horizontal Horizontal
Fees applied for, MAY - 6, 1954
The amount of Entry Fee \$1,286.00
Special Survey Fee \$4,846.70
Travelling Expenses, if any
State whether the Vessel has been built under Special Survey Yes
Certificate sent to Kobe office Date of issue 15/7/54
Committee's Minute TUESDAY 29 JUN 1954
Character assigned +100A1
1.54 Kob.
Lloyds A & CP + LMC 2.54 Bil Eng. (With Technical Endorsement)
DA 100 cl.
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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).

The Freeboard has been assigned by the Japanese Government. The steering gear and windlass have been tested with satisfactory results. O.F. flash point above 150°F carried in Nos. 1, 2, 3 & 4 double bottom tanks.

The following plans accompany this report:—

As approved:—

Midship Section

Construction Profile & Deck

As Built:—

Shell Expansion

Stem

Stern Frame

Rudder

Stern Construction

Bow Construction

Framing Plan

W/T Bulkheads

Double Bottom Plan

Upper Deck

Pillar & Girder

Shaft Tunnel & Aft Deep Tank

P.403 List

As Fitted:—

Capacity Plan

Midship Section

General Arrangement

Construction Profile & Deck

Pumping Plan

The following casting and forging reports forwarded herewith:—

Stern frame

Rudder frame (top & bottom)

Rudder Stock

Tiller

Quadrant

PARTICULARS OF ELECTRIC WELDING (if employed) Shell butt & side seams, Decks except stringer angle riveted, Beams, Girder, Inner bottom plating except center strake riveted, Double bottom except center girder riveted, Bulkheads, Frames except fore and after ends of ship riveted, are electrically welded using electrodes approved by the Society for each purpose and methods approved and to the satisfaction of the undersigned.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book.

Cruiser stern, Lloyd's A & CP DF GY ESP W/T part electrically welded.

Carrying O.F. F.P. above 150°F.

no. M.S.

RADAR Equipment (State if fitted Yes

State Type or Pattern No. Nihon Musen

State Maker NMD 411

Name and/or

of Supplier Nihon Musen K.K. Tokyo

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

1st Bower	1750 Kgs	A-16661	17-9-53	H. Ikeda
2nd "	1750 Kgs	A-16660	"	"
3rd "	1745 Kgs	A-16662	"	"
Stream	730 Kgs	A-16663	"	"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 20.01 ft., R.Q.D. ft, Bridge 102.23 ft, Forecastle 34.5 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 71775

Signal Letters J D R R

Extreme Breadth over Belting (Circ. 1611)

Over all Length 373 (Circ. 1703)

No. and Material of Decks Two-steel (before Eng. Rm), One-steel (Aft Eng. Rm)

Parts of Bottom of Vessel coated with cement or approved composition Water Tank cargo with cement wash

Particulars of composition (if fitted) and of approval -----

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft, COFFERDAM * NO. 6 F.W.T.	Feet. 59.84	Tons. 158.99	Fore peak tank,	Feet. —	Tons. 115.60
Double bottom, under Engines and Boilers, F.O.C.T. 52.33			After peak tank, (F.W.)	Feet. —	Tons. 66.40
Double bottom, if under Engines only, F.O.C.T. 52.33			Deep tank, aft,		
Double bottom, if under Boilers only, F.W.C.T. NO. 4 F.O.T.			Deep tank, forward,		
Double bottom, forward, F.O. & W.B.T.	140.19	377.09	Other tanks, if fitted, TUNNEL WING NO. 7 W.B.T. 19.95	19.95	149.30
Total length (if continuous) and Capacity	252.36		NO. 8 F.O. & W.B.T. 19.95	19.95	71.45

(If necessary furnish further information by sketch)

Order for Special Survey No.

Date

Dates of Surveys held while building

R.I. 18/Aug. 7/Oct. 1953 2V. S.C.J. 21/Dec. 1953 29/Jan. 1954 2V.

D.C. 3/Nov. 1953

K.T. 1/Apr. 12, 13, 20/May. 2, 4, 18, 21, 30/July. 8, 18, 29/Aug. 5, 10, 18, 19, 22/Sept. 2, 3, 7, 20, 23, 26, 27, 30, 31/Oct. 2, 3/Nov. 5/Dec. 1953 29V.

K.U. 25/May. 17/June. 23/July. 10, 15/Sept. 26, 27, 29/Oct. 1953 7, 20/Jan. 1954 10

Total No. of Visits 44V

No S.S.O.F. available.