

## STEEL STEAMER or MOTORSHIP.

Received at London Office -4 JAN 1935

State if Report has been sent on the Freeboard of the Vessel NoState if Report is sent on the Machinery of the Vessel YesDate of completion of report 5th December 1934.Port of NAGASAKI.No. 2005.Survey held at NAGASAKI.Date First Survey 7th December 1933Last Survey 30th November 1934

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

Steel Single Screw Motor Vessel "N O S H I R O M A R U".

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

Full Scantling Type.

State Type of Erections &amp; Forecastle. Poop, Bridge, Forecastle.

TONNAGE under Tonnage Deck 6,450.68CLASS \*100AI.State if with freeboard as condition of Class WithoutBuilt 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 136Launched 28th June 1934 Yard No. 581.Total 6,450.68Breadth (greatest moulded) B 19Builders Mitsubishi Jukogyo Kaisha, Ltd.Gross Tonnage 7,183.61Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 10.5Owners Nippon Yusen Kabushiki Kaisha.Register Tonnage 4,317.801st Longitudinal Number (L x D) = 1.428Managers /

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

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

## REGISTERED DIMENSIONS.

Length 449.50 137.05 M.Breadth 62.33 19.00 M.Depth 34.44 10.50 M.Framing Depth "d," at middle of length. See Sec. 3 (1d) 5.770Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.95Port of Registry Tokio.

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel 10.5Draught Moulded 8.364 M.

Building.

## 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. 8 1/2" 3 1/2" .45	As approved
" " from 3/4 length to Collision bulkhead	650 m/m	"	" " Reversed Frame	B.A. 180 75 9.5	"
" " in peaks	600 m/m	"	" " Vertical Struts	Ch. 250x90x90x11/14.5	"
SIDE FRAMING.			" " "	&BA. 180 75 9.5	"
Frame Amidships, Angle, [ ]	300x90x90x10.5/13 ER.		Centre Girder, depth and thickness amidships	14.5 - 11.5	"
" " Extends up to	300x90x90x12/15.5 HD.		" " top Angles	Double 90x90x13.5-13	"
Upper & 2nd deck alternately & Brdck, where fitted in way of Holds-E.R.frames.			" " bottom Angles	" 130x130x16.5-15	"
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		Margin Plate depth (excl. of flange) and thickness	995 x 14	"
Frames in Uppermost Continuous 'tween Decks, Angle, [ ]	Tw. decks & every frs in Br: space.		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	130 130 12	130x130x 11.5
" " "			" " Angle to Tank side Bracket forward 1/2 len. from stem	250 250 13	As approved
" " "			" " Gussets, spacing and scantling abaft 1/2 len. from stem	11.5 to 11 continuous	"
" " "			" " Gussets, spacing and scantling forward 1/2 len. from stem	Flat Tk: top.	"
Framing in Peaks, Angle, [ ]	9" 3 1/2" .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 amidships	22 m/m x 140 m/m.	"	INNER BOTTOM PLATING.	1360x13-11	"
State if Frame Joggled	Yes	"	Breadth and thickness of Middle Line Strake	13.5 ER	"
PANTING 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	"
STRENGTHENING OF BOTTOM FORWARD. State Particulars	From 1/2 forward solid floors every frs: with double ang: to shell side girders carried as far forward as possible & 3 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?	--	"
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [ ]	230x90x90x 10/13.5	230x90x90x 9/13.5
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [ ]	230x80x80x 9.5/12	230x80x80x 9/12
Middle Line Keelson, on Floors, Angles, [ ] or [ ]			" " Spacing	On Every Frames.	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, [ ]	230x90x90x 10/13.5	
" " Foundation Plate on Floors			" " Spacing	Every Frame.	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [ ] or [ ]		
Side Keelsons, No. each side			" " Spacing		
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [ ] or [ ]		
" " Angles			" " Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, [ ]	180x75x75x 8/10.5	As approved
Solid Floors, thickness and spacing	11-10.5 ER 12 every frs: in ER & forward 1/2 L. amidships else-where every 3rd fr:		" " Spacing	Every frame	"
" " Are Frame and Reversed Frame joggled?	Yes	As approved	Bridge Deck, Angle, [ ]	200x80x80x8/11	"
Bracket Floors, breadth and thickness at middle line	870 x 11	"	" " Spacing	230x80x80x9.5/12	230x80x80x 9/12
" " breadth and thickness at margin plate	870 x 11	"	Forecastle Deck, Angle, [ ]	180x75x75x8/10.5	As approved
			" " Spacing	Every frame	"



## PILLARS AND DECKS.

	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.
<b>PILLARS, No. of Rows.....</b>	<b>Two</b>	<b>Widely Spaced. As approved</b>	Stringer Plate, breadth and thickness in way of Bridge .....	<b>1260x9.5</b>	<b>As approved</b>
„ in 'tween Decks, Size and Spacing.....	<b>100&amp;110 Dia. Solid</b>	<b>Wide Spaced</b>	Thickness of Plating abreast Deck openings in way of Wells .....	<b>10 to 8.5</b>	<b>"</b>
„ „ „ „ „ „	<b>200to270 Dia. Tubular</b>	<b>Wide Spaced.</b>	Thickness of Plating abreast Deck openings in way of Bridge .....	<b>10.5to8.5</b>	<b>"</b>
„ in Holds „ „	<b>250to455 Dia</b>	<b>"</b>	Thickness of Plating within line of openings...	<b>8.5</b>	<b>"</b>
„ „ „ „ „ „	<b>Tubular</b>	<b>"</b>	If Sheathed, material and thickness .....	<b>Not Sheathed</b>	<b>"</b>
„ „ „ „ „ „	<b>Wide Spaced</b>	<b>"</b>			
<b>Centre Line Bulkhead.</b>	<b>7"x3 1/2"x.525"</b>	<b>"</b>	<b>Third Deck.</b>		
Stiffeners and Spacing.....	<b>Invert'd. Ang: 800m/m Apart.</b>	<b>"</b>	Stringer Plate, breadth and thickness.....		
Plating, thickness of .....	<b>7.5</b>	<b>"</b>	If Plated, state thickness.....		
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>	<b>2000x27to13</b>	<b>"</b>	Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells .....	<b>17.5 doublings at Br Ends.</b>	<b>"</b>	If Plated, state thickness .....		
„ „ „ „ in way of Bridge	<b>2000 x 11</b>	<b>"</b>			
„ Angle in Wells .....	<b>200x200x25 to 150x150x17</b>	<b>"</b>	<b>Poop Deck.</b>		
Thickness of Plating abreast Deck openings in way of Wells .....	<b>17.5 to 11</b>	<b>"</b>	Stringer Plate, breadth and thickness .....	<b>950 x 10</b>	<b>"</b>
Thickness of Plating abreast Deck openings in way of Bridge .....	<b>17.5 to 10</b>	<b>"</b>	Plating, Sheathing, material and thickness ..	<b>10</b>	<b>"</b>
Thickness of Plating within line of openings...	<b>11.5 to 9</b>	<b>"</b>	<b>Bridge Deck.</b>		
If Sheathed, material and thickness .....	<b>Not Sheathed</b>	<b>"</b>	Stringer Plate, breadth and thickness.....	<b>1600 x 14</b>	<b>"</b>
<b>Second Deck.</b>			Plating, Sheathing, material and thickness...	<b>Stl: 11.5to10.5 Wood. 65</b>	<b>"</b>
Stringer Plate, breadth and thickness in Wells...	<b>1260x11to9</b>	<b>"</b>	<b>Forecastle Deck.</b>		
			Stringer Plate, breadth and thickness.....	<b>900 x 10.5</b>	<b>"</b>
			Plating, Sheathing, material and thickness ..	<b>10</b>	<b>"</b>

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or. to or.		Diam.	Spacing or. to or.		
	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 to				22-	88		22	80		
BOTTOM PLATING, No. of Strakes ....4.....		18	16	15	"	Double	25	100	4 to 3	25	100	Lapped	
BILGE PLATING, No. of Strakes .....1.....		18	13	15	"	"	22	88	"	22	85- 80	"	
SIDE PLATING, No. of Strakes .....3.....		17.5	12	12	"	"	22	88	3	22	80	"	
UPPER DECK, Sheer-strake in Wells.....	2100	25.5	18	15.5	"	"	28- 22	114 88	4 to 3	28 22	115 80	Strap at Br. ends Lapped.	
UPPER DECK, Sheer-strake in Bridge ...	2100	17.5			"	"	22	88	3	22	80	Lapped	
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)	<b>8</b>
„ Deck next below .....	<b>8</b>
As per Rule .....	<b>7</b>

All bulkheads constructed as per Approved plans.	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
<b>MIDSHIP BULKHEAD, Upper tween decks</b>	<b>7 to 6.5</b>	<b>120x75x9A</b>	<b>700-770</b>	<b>-</b>	<b>-</b>
„ „ Second „	<b>11to</b>	<b>300x11with</b>	<b>770</b>	<b>-</b>	<b>-</b>
„ „ Holds	<b>7.5</b>	<b>90x16</b>	<b>770</b>	<b>-</b>	<b>-</b>
„ „ Deep Tk: „	<b>"</b>	<b>230x90x90</b>	<b>650</b>	<b>-</b>	<b>-</b>
<b>COLLISION</b> „ (in Hold) .....	<b>13to</b>	<b>180x75x9</b>	<b>600</b>	<b>-</b>	<b>-</b>
<b>AFTER PEAK</b> „ „ „	<b>12.5 to 7.5</b>	<b>180x75x9</b>	<b>600</b>	<b>-</b>	<b>/</b>

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar .....</b>	<b>Flat plate.</b>			<b>As approved</b>
<b>STEM .....</b>	<b>CS. &amp; FS.</b>	<b>260x Mitsubishi</b>		<b>"</b>
<b>STERN FRAME</b> { Propeller Post } .....	<b>CS.</b>	<b>Stream lined Casting</b>		<b>"</b>
„ { Rudder „ } .....				
<b>RUDDER—AxD.....</b>		<b>13.63</b>		
<b>Speed of Vessel.....</b>		<b>15 Knots</b>		<b>"</b>
<b>RUDDER</b> mainpiece at head .....	<b>FS</b>	<b>290</b>	<b>"</b>	<b>"</b>
„ „ heel .....	<b>FS</b>	<b>221</b>	<b>"</b>	<b>"</b>
„ how constructed .....	<b>Built up CS Arms.</b>			
„ double or single plate .....	<b>Steel 12.5</b>	<b>"</b>		<b>"</b>
„ coupling, vertical or horizontal .....	<b>8 bolts</b>	<b>Vertical 79m/m Dia</b>		<b>"</b>

## 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). Asano Shipbuilding Co. Nippon Steel Tube Co. Ltd.**  
 Has the Steel been tested as required by the Rules? **Yes.**



EQUIPMENT No 35,300.										LETTER C+		ANCHORS, 3B. 1S.			
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.			
1111	1st Bower	78	1	23	Stockless	57	17	2	0			Improved Hall's Kobe Stl Patent Type.	Kobe Works	Kobe 27-1-34 H.A.G.	
1109	2nd "	78	0	20	"	"	"	"	"			"	"	"	
1110	3rd "	78	1	21	"	"	"	"	"			"	"	"	
	Collective weight	235	0	8							232 Cwts				
1101	Stream	22	1	0	6	0	2	22	11	1	0	22 Cwts Admiralty Type	"	26-1-34 H.A.G.	

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.	Status.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Chr.		Length.	Chr.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.			Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
2020	255	2 7/16	106 9/10	149 5/8	831-0-9			890-25	300	2 7/16	Osaka S.L.Chain Wks	Osaka 30-5-34 2-6-34 Y.Jo	C.891 TOWLINE	130	5 1/2	84.94	130	5 1/2	
2045-B	45	"	"	"	145-2-4						"	Osaka 18-9-34 20-9-34 Y.Jo	HAWSERS & WARPS	100	8	Manila	100	8	
														3@ 100	3	Wire rope			
C.888		Chr.							Chr.		Tokyo S.F.Seiko K.	Yokohama 10.12-2-34 J.F.N.	"	2@ 100	2 1/2	"	2@ 100	2 1/2	
Iron Stream Chain or Steel Wire	120	4 1/2	63.65						120	4 1/2			"	100	2 1/2				

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

Boats 2@ 9150x2750x1150m/m & 1 Temma 6000x1600x600m/m. Steering Chains, Size and Test No Windlass Electric, Efficient.

Ceiling in Holds, thickness and material Wood 65 m/m, on 50 m/m 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.space:- 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 JUKOGYO KABUSHIKI KAISHA.

Builder's Signature *A. Iwano* 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 tanks 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 and the workmanship throughout is good. Double bottom tanks, deep tanks, fore and aft peak tanks and F.W.tanks tested to Rule requirements and all found good and tight.

Deep tanks specially tested & examined for cargo oil. copies of Special certificates herewith.

Decks, holds and tween deck bulkheads and side scuttles hose tested. W.T.door in E.R.tried and hose 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. *Checked from Sister vessel "Koto Maru"*

The amount of Entry Fee ..... £ 10-0-0 : Fees applied for, 3. 12. 19 34

Special Survey Fee.... £ 474-10-4 Received by me, 1-2 19 35

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 **Built under Special Survey.** *Signature H. Buchanaw & T. Kaminishi*

Certificate to be sent to **Nagasaki.** Date of issue **8/1/35** *Signature* Surveyor to Lloyd's Register of Shipping.

Committee's Minute **TUE. 8 JAN 1935**

Character assigned **+100A1**

*Carrying large oil I.P.above 150° F. in deep tanks.*

*Lloyd's as CR. + Lmb. 11.34*

*White Kob* *S.B. 100 th.* *C.L. Oil Eng.*

**My**

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Lloyd's Register Foundation



