

STEEL STEAMER or MOTORSHIP.

26 NOV 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. Yes

Date of completion of report 25th October 1934.

Port of NAGASAKI.

No. 1999.

Survey held at NAGASAKI.

Date First Survey 2nd October 1933

Last Survey 19th October 1934.19

On the (State if Machinery Fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw Motor Vessel "N O T O M A R U".

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

State Type of Erections Poop, Bridge & Forecastle.

TONNAGE under Tonnage Deck 6,450.68

CLASS *100AI

State if with freeboard Without as condition of Class Meters.

Built 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 136

Launched 1st May 1934 Yard No. 580.

Total 6,450.68

Breadth (greatest moulded) B 19

Builders Mitsubishi Jukogyo Kaisha, Ltd.

Gross Tonnage 7,184.51

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 10.5

Owners Nippon Yusen Kabushiki Kaisha.

Register Tonnage 4,317.76

1st Longitudinal Number (L x D) = 1.428

Managers /

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

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

Residence Tokio.

REGISTERED DIMENSIONS. FEET.

Length 137.05 M.

Breadth 19.00 M.

Depth 10.50 M.

Framing Depth "d," at middle of length. See Sec. 3 (1d) 5.770

Proportions—Depth to Length—Uppermost continuous deck to top of keel 12.95

Port of Registry Tokio.

Do. Long Bridge to top of keel 10.5

If surveyed while building, afloat, or in dry dock

Draught 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. & BA. 250x90x90x11/14.5	"
SIDE FRAMING.			Centre Girder, depth and thickness amidships	14.5-11.5	"
Frame Amidships, xxx [xxx]	300x90x90x10.5/13 ER.		" " top Angles	Double 90x90x13.5-13	"
" " xxxxxx [xxxxxx]	300x90x90x12/15.5 HD.		" " bottom Angles	" 130x130x16.5-15	"
" " xxxxxx [xxxxxx]	Upper & 2nd deck alternately & Br.Dk. where fitted in way of Holds—E.R.frames.		Side Girders, No. each side and thickness	Two 10.5 ER 11.5	as approved
" " xxxxxx [xxxxxx]	Extend to Upper Dk.		Margin Plate depth (excl. of flange) and thickness	995x14	"
" " xxxxxx [xxxxxx]			" " Vertical Angle to Tank side	130 130 12	130x130x11.5
Depth of Framing Girder	Channel Frs cut to form 200x90x10.5/12		" " xxxxxx Angle to Tank side	250 250 13	As approved
Frames in Uppermost Continuous 'tween Decks, Angle, xxxx	at Alt: Frs: In Hold Tw: Dks & every frames in Br: space.		" " Gussets, spacing and scantling abaft 1/4 len. from stem	11.5 to 11 Continuous	"
" " xxxxxx [xxxxxx]			" " Gussets, spacing and scantling forward 1/4 len. from stem	Flat Tk: Top	"
Framing in Peaks, xxxxxx [xxxxxx]	9" 3 1/2" .475	"	Tank Side Brackets, height above base line at toe of Frame and thickness	1800cl2.5	"
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22m/mx140m/m	"	INNER BOTTOM PLATING.		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	1360x13-11 13.5 ER	"
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	3 side stringers full length No. Hold Bkt. to Frs: with Beams in F.P. From 1/2 L & forward solid floors every Fr: with double Ang: to shell side girders carried as far as possible & 3 strakes butt:		Thickness of remainder in Holds	11.5-11&10	"
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Plating of increased thickness fitted.		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	AS APPROVED		Uppermost Continuous Deck, amidships in Wells, xxxx [xxx]	230x90x90x10/13.5	230x90x90x9/13.5
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, xxxx [xxx]	230x80x80x9.5/12	230x80x80x9/12
Middle Line Keelson, on Floors, Angles, [or]			Spacing	On every frame.	
" " " Through Plate or Intercoastal Plate			Second Deck, amidships, xxxx [xxx]	230x90x90x10/13.5	
" " " 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, xxxx [xxx]	180x75x75x8/10.5	As approved
Solid Floors, thickness and spacing	11-10.5 ER 12 every frames in ER & forward 1/2 L amidships elsewhere every 3rd Fr.		Spacing	Every frame	"
" " Are Frame and xxxxxx [xxxxxx] joggled?	Yes	AS APPROVED	Bridge Deck, xxxx [xxx]	200x80x80x8/11 230x80x80x9.5/12	230x80x80x9/12
Bracket Floors, breadth and thickness at middle line	870 x 11	"	Spacing	Every frame	"
" " breadth and thickness at margin plate	870 x 11	"	Forecastle Deck, xxxx [xxx]	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.
PILLARS, No. of Rows.....	Two	Widely Spaced	As Approved	
" in 'tween Decks, Size and Spacing.....	100&110 Dia	Solid		
" " " " " "	Wide Spaced			
" " " " " "	200to270Dia	Tubular		
" " " " " "	& 1 WIDE SPACED			
" in Holds " " " "	250to455 Dia	As approved		
" " " " " "	Tubular			
" " " " " "	Wide Spaced	"		
Centre Line Bulkhead.	7"x3 1/2"x.525"			
Stiffeners and Spacing. Invert'd Ang:	800m/m Apart	"		
Plating, thickness of	7.5	"		
STRINGERS AND DECKS.				
Uppermost Continuous Deck.	2000x27to13			
Stringer Plate, breadth and thickness in Wells	17.5 Doublings	"		
" " " " in way of Bridge	at Br:ends	"		
" " " " " "	2000 x 11	"		
" Angle in Wells	200x200x25	"		
Thickness of Plating abreast Deck openings in way of Wells	to 150x150x17	"		
Thickness of Plating abreast Deck openings in way of Bridge	17.5to11	"		
Thickness of Plating within line of openings...	17.5to10	"		
If Sheathed, material and thickness	11.5to9	"		
Second Deck.	Not Sheathed			
Stringer Plate, breadth and thickness in Wells...	1260x11to9	"		
Stringer Plate, breadth and thickness in way of Bridge	1260x9.5	As Approved		
Thickness of Plating abreast Deck openings in way of Wells	10to8.5	"		
Thickness of Plating abreast Deck openings in way of Bridge	10.5to8.5	"		
Thickness of Plating within line of openings...	8.5	"		
If Sheathed, material and thickness	Not Sheathed.			
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	950x10	"		
Plating, Sheathing, material and thickness ...	10	"		
Bridge Deck.				
Stringer Plate, breadth and thickness.....	1600x14	"		
Plating, Sheathing, material and thickness...	Stl 11.5to10.5 Wood 65.	"		
Forecastle Deck.				
Stringer Plate, breadth and thickness.....	900x10.5	"		
Plating, Sheathing, material and thickness ...	10	"		

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? Not Joggled			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF BOWS 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)			25to									
BOTTOM PLATING, No. of Strakes4.....		18	16	15	"	Double	22- 25	88 100	4to3	22 25	80 100	"
BILGE PLATING, No. of Strakes1.....		18	13	15	"	"	22	88	"	22	85- 80	"
SIDE PLATING, No. of Strakes3.....		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	4to3	28 22	115 80	Strap at Br:ends. Lapped.
UPPER DECK, Sheer- strake in Bridge ...	2100	17.5	17.5		"	"	22	88	3	22	80	Lapped.
STRAKE BELOW Sheer- strake in Wells.....	2130	17.5	12	12	"	"	22- 19	88- 75	4to3	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)	8.
Deck next below	8.
As per Rule	7.

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	Flat Plate			As Approved
STEM	CS& FS	260x Mitsui 69 bishi		"
STERN FRAME { Propeller Post	CS	Stream lined	"	"
{ Rudder "	CS	Castg	"	"
RUDDER—A x D		13.63		"
Speed of Vessel		15 Knots		"
RUDDER mainpiece at head ...	FS	290 Mitsui		"
" " heel ...	FS	221 bishi		"
" how constructed		Built up CS Arms		"
" double exchange plate		Steel 12.5 MBD.		"
" coupling, vertical or horizontal...Vertical		8 bolts 79m/m Dia		"

All Bhs constructed as per Approved Plans.	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks	7 to 6.5	120x75x 9A inverted	798- 770	-	-
" " Second "	11to	300x11with	770	-	-
" " Hold "	7.5	90x16	770	-	-
" " Holds DeepT.	11to	230x90x90	650	-	-
" " " "	7.5	x10/13.5	650	-	-
COLLISION " (in Hold)	13to 6.5	180x75x9	600	-	-
AFTER PEAK " "	12.5 to7.5	180x75x9	600	-	-

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, Yawata (Imperial Steel Wks). Kawasaki Dockyard Co. Nippon Steel Tube Co. Has the Steel been tested as required by the Rules? Yes.
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EQUIPMENT No 45,300										LETTER C+		ANCHORS. 4.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.			
1105	1st Bower	78	1	14	Stockless	57	17	2	0		Hall's Type	Kobe Steel Works	Kob.27-1-34 HAG.
1106	2nd "	78	0	20	"	"	"	"	"	"	"	"	" " "
1107	3rd "	78	0	27	"	"	"	"	"	"	"	"	" " "
	Collective weight.	234	3	3									
1100	Stream	22	1	7	5	3	26	22	13	0	14	22 cwts	26-1-34 "

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.			
1990	303 1/2	27/16	106.9	5	977-1-13	890-25	300	2 1/8	7/16	S.L.	Osaka Chain Wks	Osaka 26-27-12-33 7-11-33 Y.J.	TOWLINE...	130	5 1/2	82.76	130	5 1/2	
			149 8											40		20			
													HAWSERS & WARPS	100	8	Manila	100	8	
														30		Wire			
														100	3	Rope	-	-	
C. 887			59.55								Tokyo	Yokohama		20		"	20		
Iron Steam Chain or Steel Wire	120	4 1/2	63.7					120	4 1/2		Seiko K.	10.12-2-34 JFN.		100	2 1/2		100	2 1/2	

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

Boats 2@ 9150x2750x1150 and 1 Temma 6000x1600x600. 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. 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 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 *Tamara* 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 & 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 & the workmanship throughout is good.

Double bottom tanks, deep tanks, fore & aft peak tanks and F.W.tanks tested to Rule requirements and all found good and tight.

Deep tanks specially tested and examined for cargo oil. Copies of Special certificates herewith.

Decks, Holds and Tween dk bulkhead 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.

Ship is similar to Nagara Maru

The amount of Entry Fee £ 10-0-0 : Fees applied for, 24. 10 1934

Special Survey Fee.... £ 474-10-4. Received by me, 27. 12 1934

Travelling Expenses, if any £ 163:73 (Kob) £ 20:00 (Nag)

I am of opinion the Vessel should be Classed *100A1.

State whether the Vessel has been built under Special Survey Built under Special Survey.

Certificate to be sent to Nagasaki. Date of issue 18/12/34

Signature *A.D. Buchanan* Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 18 DEC 1934

Character assigned + 100A1

Carrying Cargo Oil, F.P.above 150°F in Deep Tanks.

Lloyd's arcl + Lmb 10.34

White Rob ask Cable

Oil Eng.

CL

10185 1/2

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.)

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.

Plans of vessel as built forwarded under separate cover, viz:—

Midship Section: Construction profile & deck plan: W.S.Pillars & Girders plan: O.T. & W.T. Bulkhead plan: Shaft Tunnel, Cargo Hatches and Sections at Ends plan: Stem plan: Stern frame plan: Rudder plan: Shell expansion plan: Aux. engine seat plan: Pumping plan: and also Steel Invoice.

Forging and casting certificates forwarded herewith:—

Stem (Cert No.853). Stern frame (Cert No.852). Rudder (Cert No.963 & 963-A).

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

1st Bower
2nd
3rd

44-0-17 H.A.G. 1105 27-12-33
44-1-7 " 1107 "
43-2-9 " 1106 "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 7.07 M. 23.1 ft., R.Q.D. / 52 M. 170.6 ft., Forecastle 12.38 M. 40.6 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Not Joined.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 decks, steel, 2 teer Beams.

Official No. 39723 : Signal Letters J.R.O.J.
particulars of composition (Oil fuel or Lub,oil carried).

Is bottom of Vessel coated with cement tanks & Cofferdams. if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. M.	Water Capacity. Tons.	Where Fitted.	*Length. M.	Water Capacity. Tons.
Double bottom, aft,	32.00	375.88	Fore peak tank,	7.83	80.51
Double bottom, under Engines and Boilers,			After peak tank,	5.40	77.98
Double bottom, if under Engines only,	20.00	496.77	Deep tank, aft,	12.80	1527.48
Double bottom, if under Boilers only,			Deep tank, forward,	2.40	172.12
Double bottom, forward,	54.05	506.51	Other tanks, if fitted	5.60	81.65
Total capacity of double bottom		1379.16	F.W.tank on Upper dk.	2.40	36.13

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 109

Date 27th Feb.1933.
LONDON.

Dates of Surveys held while building

1933 Oct 2.23 Nov.11.14.16.17.21.25.28.30 Dec 1.9.11.12.13.20.27
1934 Jan 16.17.26.29.31 Feb 8.9.13.14.19.20.21.23.26.27 Mar 2.8.13.19.22.28
30.31 Apr 6.9.10.12.14.16.19.24.25.26.28.30 May 1.24.26 June 9.11.14.16.20
17.29. July 11.24.26.28 Aug 6.8.11.16.27 Sep 3.10.11.17.21.22.29 Oct 6.14.15.16.

Lloyd's Register
Foundation
Total No. of Visits 82