

East Japan Heavy Industries Ltd., Yokohama.

Yard No

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

GB

VESSEL'S NAME s.s. "NICHINAN MARU"

REPORT

Kob

No. 4

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This is one of a number of Wartime Built Tankers and it is stated that she was completed in 1942 and classed N.K. "Bulk Oil Carrier, Flash Point below 150°F", but for the outbreak of the war she would have been classed with the British Corporation.

Classification with this Society is desired.

Plans have been examined and the scantlings and arrangements approved by the Committee for the class 100A1 "Carrying Petroleum in bulk" provided the requirements as set forth in endorsement 8.2.50 be complied with.

The KOBE Surveyors, in a First Entry Report and Rpt 8 report 5.50, the vessel placed in dry dock, the scantlings and arrangements verified, the requirements for Vessels Not Built Under Survey and as above complied with, a fractured bottom shell plate (s.s.) renewed and repairs to stringers and welding of structural connections in way of cargo tanks etc. effected.

Documentary evidence showing that the steel used in the construction has been made by the Open Hearth Process has been furnished and check tests have been carried out on samples taken from the structure with satisfactory results.

The Surveyors state that pitting is evident in the wind and water strakes of the shell plating (p. & s.)

The equipment of anchors, chain cables and ropes on board is in accordance with or equivalent to Rule requirements.

The anchors and chain cables have been tested or retested by a Surveyor to this Society at a Proving Establishment approved by the Committee.

It is therefore submitted the figure '1' and notation "Lloyd's A & CP" be assigned.

It is further submitted the vessel is worthy to be classed 100A1 "Carrying Petroleum in bulk" with record of docking survey 5.50 and the notation of s.s. - 5.50

100A1 "Carrying Petroleum in bulk" "Fitted for oil fuel, F.P. above 150°F"  
5.50 Maizuru  
s.s. Maizuru - 5.50  
Classed 5.50



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NOTED  
TRO

P.T.O.

010254-010262-0156 1/2



'NICHINAN MARU'

1 Dk "Longitudinal framing at bottom & at deck" "pt Elec.welded"  
Cell DBuE 45' 88t, Tank in way of tunnel 140t, DTf 32' 524t,  
FPT 72t, APTs 187t

FK, LOBH, pt Cem, Lloyd's A & CP  
P 113' B 43' F 58'  
Mchy Aft  
O.L. 415.0'  
ESD  
"y"

Insert/in S.R.L:-

Side shell plating  
between wind & water ~~strikes~~  
to be specially examined  
next dry docking (pitting)

*f.c.D*  
19.7.50  
*BSM*



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Lloyd's Register  
Foundation

0156 2/2