

RECEIVED

Rpt. 1
14 JUL 1950

IN D.O.

STEEL STEAMER OR MOTORSHIP.

Received at London Office—12 JUL 1950

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

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

Date of completion of report.....

Port of KobeNo. 4Survey held at MAIZURUDate First Survey 7th APRIL 1950Last Survey 13 MAY 1950

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

SINGLE SCREW (ENGINES AFT) STEEL STEAMSHIP "NICHINAN MARU"

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

TANKERState Type of Erections P.B. & F.TONNAGE under Tonnage Deck ... 12641.398

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

nage 5296.28Tonnage 2884.54

STERED DIMENSIONS.

FEET

121.30 M.16.30 M 53.489.00 M 29.53CLASS 100A1 CARRYING PETROLEUM IN BULKState if with freeboard as condition of Class No

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

L 120 M

Breadth (greatest moulded)

B 16.3 M

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

D 9.0 M

1st Longitudinal Number (L x D)

108.0 M

2nd Numeral L x (B + D)

3036

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

1

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

13.34

Do. Long Bridge to top of keel

1

Draught Moulded

(J.G. FREE)7.34Built at YOKOHAMALaunched 7/1942Yard No. 1COMPLETED 9/1942Builders EAST JAPAN HEAVY INDUSTRIES LTD (EX MITUBISHI)Owners IINO KAIUN KAISHA LTD.

Managers

(Where necessary to be entered in Reg. Book)

Residence 3 MARANOUCHI CHIYODA-KU TOKYOPort of Registry TOKYO

If surveyed while building, afloat, or in dry dock

AFLOAT & DRY DOCK

FRAMES, DOUBLE BOTTOM AND BEAMS.

	M/M INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	M/M INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
SEE LONGITUDINAL FRAMING				
Frames, Spacing amidships	720 ✓			
" " from 1/2 length amidships to Collision bulkhead	700 ✓			
" " in peaks	610 ✓			
FRAME FRAMING.				
Frame Amidships, Angle, [or]	230 90 11 ✓			
" " Extends up to	UPPER DECK ✓			
Reversed Frame Amidships, Angle	✓			
" " Extends up to	✓	SEE ALSO		
Depth of Framing Girder	230 ✓	RPT 1 st ATTACHED.		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	✓			
" " Second 'tween Decks, Angle, [or]	✓			
" " Third	✓			
" " from 1/2 len. for'd. to 15% len. from Stem	230 90 11 ✓			
" " in Peaks, Angle or [230 90 11 ✓			
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 1/4 ✓ 5 3/8 ✓			
State if Frame Joggled	YES ✓			
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES ✓			
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES ✓			
SINGLE BOTTOM.				
Floors, Depth and thickness at mid-line in Holds				
Height of Brackets at side above base line at toe of frame				
Middle Line Keelson, on Floors, Angles, [or]				
" " Through Plate or Inter-costal Plate				
" " Foundation Plate on Floors				
" " Flat Plate Keel Angles				
Side Keelsons, No. each side				
" " thickness of Inter-costal Plate				
" " Angles				
DOUBLE BOTTOM. ENGINE ROOM.				
Solid Floors, thickness and spacing	11 ✓ 720 ✓			
" " Are Frame and Reversed Frame joggled?	YES ✓			
Bracket Floors, breadth and thickness at middle line	✓			
" " breadth and thickness at margin plate	✓			
Bracket Floors, Frame				
" " Reversed Frame				
" " Vertical Struts				
Centre Girder, depth and thickness amidships	1200 ✓ 13 ✓			
" " top Angles	90 90 13 ✓			
" " bottom Angles	130 130 12 ✓	on plan 100x100x13		
Side Girders, No. each side and thickness	1 ✓ 11 ✓			
Margin Plate depth (excl. of flange) and thickness	450 ✓ 13 ✓			
" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	WELDED			
" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	✓			
" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓			
" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	✓			
Tank Side Brackets, height above base line at toe of Frame and thickness	2000 ✓ 11 ✓			
INNER BOTTOM PLATING.				
Breadth and thickness of Middle Line Strake	1250 ✓ 13 ✓			
Thickness of remainder in Holds	✓			
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 ✓			
BEAMS.				
Uppermost Continuous Deck, amidships in Wells, Angle, [or]	150 75 8 ✓			
" " in way of Bridge, Angle, [or]	✓			
" " Spacing	720 ✓			
Second Deck, amidships, Angle, [or]	150 75 8 ✓			
" " Spacing	720 ✓			
Third Deck, amidships, Angle, [or]	✓			
" " Spacing	✓			
Fourth Deck, amidships, Angle, [or]	✓			
" " Spacing	180 75 9.5 ✓			
Poop Deck, Angle, [or]	150 75 8 ✓			
" " Spacing	610/720			
Bridge Deck, Angle, [or]	150 75 8 ✓			
" " Spacing	720 ✓			
Forecastle Deck, Angle, [or]	150 75 8 ✓			
" " Spacing	610/720			

PILLARS AND DECKS.

	$\frac{1}{4}$ INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	$\frac{1}{4}$ INCHES IN SHIP.	Any Departure of Approved Plans to be Noted.
PILLARS, No. of Rows	1			
" in 'tween Decks, Size and Spacing	1			
" " " " "				
" in Holds " " "	1			
" " " " "				
^{W/M 4} Centre Line Bulkheads				
Stiffeners and Spacing	720 ✓	200 90 $\frac{9}{16}$ S ✓		
Plating, thickness of	9 ✓	12 ✓		
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	1900 ✓	17 ✓		
" " " " in way of Bridge	1900 ✓	22 ✓		
" " " " POOP FRONT ✓		25 ✓		
" Angle in Wells	200 200 20 ✓			
Thickness of Plating abreast Deck openings } in way of Wells		15 ✓		
Thickness of Plating abreast Deck openings } in way of Bridge		15 ✓		
Thickness of Plating within line of openings...		15 ✓		
If Sheathed, material and thickness	No ✓			
Second Deck.				
Stringer Plate, breadth and thickness in Wells	1000 ✓	10 ✓		
Stringer Plate, breadth and thickness in way of Bridge				
Thickness of Plating abreast Deck openings } in way of Wells				
Thickness of Plating abreast Deck openings } in way of Bridge				
Thickness of Plating within line of openings...				
If Sheathed, material and thickness	No ✓			
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	1400 ✓	12 $\frac{1}{16}$ ✓		
Plating, Sheathing, material and thickness ...	" $\frac{1}{8}$ ✓			
Bridge Deck.				
Stringer Plate, breadth and thickness	1400 ✓	10 ✓		
Plating, Sheathing, material and thickness ...	8 $\frac{1}{16}$ ✓			
Forecastle Deck.				
Stringer Plate, breadth and thickness	880 ✓	10 ✓		
Plating, Sheathing, material and thickness...		8 ✓		

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.		No. of Rows of Rivets.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.
Flat Plate Keel.....	1250	22✓	19✓	18✓		D ✓	22✓	86✓	FIVE ✓	25✓	100✓
„ Dblg. (if any) on plan	1260										
Bottom Plating, No. of Strakes 4✓		16✓	15✓	15✓		D ✓	22✓	88✓	FOUR ✓	22✓	80✓
Bilge Plating, No. of Strakes 1✓		16✓	14✓	15✓		D ✓	22✓	90✓	FOUR ✓	22✓	83✓
Side Plating, No. of Strakes 3✓		15✓	12✓	12✓		D ✓	22✓	90✓	THREE ✓	22✓	88✓
Upper Deck, Sheer-strake in Wells.....	1350	22✓	12✓	12✓		D ✓	22✓	90✓	FIVE ✓	25✓	97✓
Upper Deck, Sheer-strake in Bridge ...	-	25✓				D ✓	22✓	90✓	FIVE ✓	25✓	97✓
Strake below ^{AT POOP} Sheer-strake in Wells.....	1750	19✓	12✓	12✓		D ✓	22✓	90✓	FOUR ✓	25✓	97✓
Strake below Sheer-strake in Bridge ...		19✓				D ✓	22✓	90✓	FOUR ✓	25✓	97✓
Poop Side Plating.....		17/9✓				S ✓	22✓	90✓	T. D + S	22✓	90✓
Bridge Side Plating.....		11				D + S ✓	19✓	80✓	DOUBLE ✓	19✓	80✓
Forecastle Side Plating		11				S ✓	19✓	80✓	DOUBLE ✓	19✓	80✓

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c)..... 10 ✓

„ Deck next below..... 1

As per Rule **APPROVED** 10

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	And from Plan
KEEL, Bar		—		
STEM	FORGING			
STERN FRAME { Propeller Post	CASTING			
{ Rudder "			AS APPROVED	
Speed of Vessel	13.5 KNOTS	✓		
RUDDER—Type	SELF-BALANCED	✓	STRENGTH	
" A × D			AS APPROVED	
" Diam. of head	250 1/4	✓		
" Mainpiece at top pintle			AS APPROVED	
" " heel				
" how constructed	WELDED &	✓	RIVETED	
" double or single plate	DOUBLE	✓		
" coupling, vertical or				
" horizontal	VERTICAL	✓		

STIFFENERS.

			Plating Thickness.	STIFFENERS.			
				VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP	BULKH'D,	Upper 'tween decks	-				
"	"	Second	-				
"	"	Third	-				
"	"	Holds	-				
COLLISION	"	(in Hold)	1 1/2 ✓	230/90/11 ✓ BA	750 ✓	-	-
AFTER PEAK	"		1 1/2 ✓	150/90/9 ✓ J	687.5 ✓	-	-



Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).....

STATED OPEN HEATH PROCESS - SEE CERTIFICATE ATTACHED ALSO

CHECK TEST RESULTS ON SAMPLES FROM SHIP. ✓

Has the Steel been tested as required by the Rules?..... ✓

NICHINAN HARB PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.					
	In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.		
	Inch.	Pl.	Speng.	Inch.	Pl.	Speng.		Diam.	Speng.		Number.	Diameter.	
of  or 													
Bridge 'tween Decks ...													
from Uppermost Continuous													
KEEL No. 1	300	90	90	13 1/2	300	90	90	13 1/2	22	130	75	18	22
" 2													
" 3													
" 4													
" 5													
" 6													
" 7													
" 8													
" 9													
" 10													
" 11													
" 12													
" 13													
" 14													
" 15													
" 16													
String of Longitudinal Frames													
Amidships	720												
At Ends													
Tank Top Longitudinals													
Bottom													
Longitudinals													
Amidships													
At ends...													
Transverses.													
Depth and Thickness													
Face Angles													
Lugs to Shell*													
Depth and Thickness	720		11										
Face Angles	150	90	15				150 x 90 x 12 on Nbd. Sect		22 1/2	96 1/2			
Lugs to Shell*	90	90	13				Joggled WING						
Depth and Thickness	1100		12				900						
Face Angles	150	90	12				125 75 13						
Lugs to Shell*	150	150	12				Joggled		22 1/2	90 1/2			
" " Back Bars													
Brackets													
g of Transverse Frames...													
State if joggled or liners.													
Bridge Deck													
Upper	200	90	10 BA				720 APART						
Second													
Third													

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.

EQUIPMENT No. 3036 (Metric)

LETTER Y

ANCHORS.

No.	Anchors.	WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.				APPROVED WEIGHT REQUIRED BY TABLE 53	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.				
1st	Bower	62.3.14	62 7/8	✓		49	19	✓	54 60		STOCKLESS	UNKNOWN	KOMATSU HFG Co. X
2nd	"		62 7/8	✓		49	19	✓	54 60		"	"	" X
3rd	"		62 7/8	✓		49	19	✓	54 60		"	"	" X
Collective weight									170 1/2 (36 1/2)				
Stream		19 1/2 cwt	4 1/4 cwt	✓	20	9	✓	16 1/4	16 1/4		ORDINARY	"	"

19.2.14

CHAIN CABLES.

HAWSERS AND WARPS.

No.	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.	Stations.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Diam.		Length.	Diam.
171.8	2 1/8	(52 1/2)	107.1	149.9	451.4	✓	64 1/2	2 1/8	STUD LINK C.S.	KOMATSU HFG Co.	✓	TOWLINE	220	3/8	✓	220	1/2
122.6	2 3/8	(56 1/4)	118.7	120.5	313.125	✓			UNKNOWN	"	✓	HAWSERS & WARPS	2.145	20	✓	165	20
													4.200	65	✓	178	64
175	3/8	✓					165	1/2									

✓ Mr. Drucquer states that towing machine approx. by Komatsu

Steering Gear, Type (Power or hand) STEAM ✓ Alternative Means of Steering BLOCKS & TACKLE ✓

Steering Chains (Size and Test) Windlass STEAM ✓ Boats 2 @ 8500 x 2800 x 1150 ✓
1 @ 5500 x 1800 x 650 ✓

Deck in Holds, thickness and material Cargo Battens, thickness, material and spacing

Hatchways. (Upper Deck) STEEL PLATES & ANGLES ✓ Thickness of Hatches STEEL 10 1/4 ✓

Number of Hatchways No. 1 (Fwd.) No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams } NONE ✓
1/or Fore and Afters }

Builder's Signature

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 ✓
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. OIL TANKER ✓ 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).

THE SCANTLING & ARRANGEMENTS INDICATED ON THE PLANS APPROVED PER SECRETARY'S LETTER DATED 8 FEB. 1950 HAVE BEEN VERIFIED. THE RULES FOR SHIPS NOT BUILT UNDER SURVEY HAVE BEEN COMPLIED WITH. DOCUMENTARY EVIDENCE REGARDING THE QUALITY OF THE MATERIALS OF CONSTRUCTION ACCOMPANIES THIS REPORT TOGETHER WITH RESULTS OF CHECK TESTS CARRIED OUT ON SAMPLES REMOVED FROM THE HULL. THE WORKMANSHIP IS NOW GOOD. (SEE REPORT B) THE PEAK TANKS, ALL CARGO TANKS, FUEL OIL TANKS, SETTling TANKS, COFFERDAMS, F.W. TANKS & D.B. TANKS HAVE BEEN INTERNALLY EXAMINED AND TESTED IN ACCORDANCE WITH RULE REQUIREMENTS & FOUND TO BE SATISFACTORY. THE REQUIREMENTS OF SEC. 20 OF THE RULES WHERE APPLICABLE FOR THE CARRIAGE OF O.F. F.P. ABOVE 150°F HAVE BEEN COMPLIED WITH. THE WINDLASS & STEERING GEAR HAVE BEEN TRIED OVER & FOUND SATISFACTORY. PROVISIONAL FREEBOARDS HAVE BEEN ASSIGNED, MARKED, VERIFIED & CUT IN. THE O.F. IS CARRIED IN TANKS AT FORD. END OF E.R., HANGING TANKS IN E.R. IN FORD. DEEP TANK & PART D.B. IN E.R. ✓

Amount of Entry Fee.....	£	:	:	Fees applied for,
Special Survey Fee.....	£	:	:	
FREEBOARD.	£	:	:	
Travelling Expenses, if any	£	:	:	Received by me,
LATE ATTENDANCE (M.K.)	£	:	:	

whether the Vessel has been built under Special Survey

N.K. ONLY

Copies to be sent to IN (DUPLICATE) Duplicate KOBÉ OFFICE Date of issue 18/9/50

(Special notations, where part of class, to be stated.)

LONGITUDINAL FRAMING AT BOTTOM & DECK ✓
CARRYING PETROLEUM IN BULK
PART ELEC. WELDED

I am of opinion the Vessel should be Classed 100 A.

Signature

Refined Lion + Kamaokura,
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

FRI. 25 AUG 1950

100A1 "Carrying Petroleum in bulk"

5.50 Maizuru

S.S. Maizuru - 5.50

Classed 5.50

Lloyd's A+C.P.

White Kbe (m)

LMC 5.50

S 4.50

F.D. C.L. 3 SB 24916 Sph

Note for SRL (hull) 9m

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Lloyd's Register
Foundation

0157 313

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 the Plans should be embodied.)

DEFECTIVE WELDING IN CARGO TANKS HAS BEEN CUT OUT & MADE GOOD.
BUCKLED STRINGERS IN TANKS HAVE BEEN FAIRED AND END ATTACHMENT
MADE EFFICIENT. AS FOUND NECESSARY
SEE REPORT B.

DOCUMENTS ACCOMPANYING THIS REPORT:—

RPT. 1* ATTACHED

C II

C II COMP.

RPT. 8.

RPT. 14.

N.K.K. MATERIAL CERTIFICATE.

STEEL CHECK TEST RESULTS.

CAPACITY PLAN.

PARTICULARS OF ELECTRIC WELDING (if employed) LONGITUDINAL & TRANSVERSE BULKHEADS INCLUDING
STRINGERS, WEBS & ATTACHMENTS ALL AS INDICATED ON THE APPROVED
PLANS ✓

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

ESD See RPT 13 DF. pt E. welded
W.T.

RADAR Equipment (State if fitted)

State Type or Pattern No.

State } Maker..... No
Name } and/or
of } Supplier.....

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

1st Bower

2nd "

3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 115.5 FT. B.D. Bridge 33.06 FT. Forecastle 5

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated. No

Official No. Signal Letters J.F.P.R. Extreme Breadth over Belting (Circ. 1611) Over-all Length 126

No. and Material of Decks ONE STEEL DECK WITH P. B. & F.

Parts of Bottom of Vessel coated with cement or approved composition FW TANKS }
PEAK " } ONLY

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
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	67.10	71
Double bottom, under Engines and Boilers,	44.88		After peak tanks,	54.90	59
Double bottom, if under Engines only,	42.96	88	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	44.88		Other tanks, if fitted,		
Total length (if continuous) and Capacity 29548	42.96	88	(If necessary furnish further information by sketch.)		

APPLICATION DATED 28/3/50

Order for Special Survey No.

COPY IN LONDON OFFICE

Date

Dates of Surveys
held while building

7/4. 10/4. 11/4. 14/4. 16/4. 19/4. 24/4. 25/4. 30/4. 7/5
8/5. 13/5



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Total No. of Visits