

## STEEL STEAMER OR MOTORSHIP.

Received at London office MAY 1952

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 18 APR. 1952

Port of KOBE

No. 663

Survey held at AL. OI. JAPAN.

Date First Survey 12<sup>th</sup> MARCH 1951. LAST SURVEY. 12<sup>th</sup> NOVEMBER. 1951

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

SINGLE SCREW. NISSYO MARU. (MACHY AFT)

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

FULL SCANTLING.

State Type of Erections POOP, BRIDGE &amp; FORECASTLE

TONNAGE under Tonnage Deck... 10,814.57.

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

Total 10,814.57.

Gross Tonnage 11,865.69.

Register Tonnage 8,932.01.

REGISTERED DIMENSIONS.  
FEET

Length 548.92.

Breadth 70.51.

Depth 38.42.

CLASS + 100 A-1. CARRYING PETROLEUM IN BULK.

State 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 534.77.

Breadth (greatest moulded) B 70.21.

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 38.71.

1st Longitudinal Number (L x D) = 20.701.

2nd Numeral L x (B + D) = 59.247.

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

Proportions — Depth to Length — Uppermost continuous deck to top of keel 13.81.

Do. Long Bridge to top of keel

Draught Moulded L.R. FRBD 2.631 J.G. " 2.634

Built at AL OI. JAPAN

Launched 14<sup>th</sup> SEPT. 1951. Yard No. 466.

Builders HARIMA S.B. &amp; ENG. CO. LD. JAPAN.

Owners IDEMITSU KOSAN CO. LD.

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry TOKYO.

If surveyed while building, afloat, or in dry

dock WHILST BUILDING.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	M/M. IN SHIP.	Any Departure from Approved Plans to be Noted.	M/M. IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	760		Bracket Floors, Frame	
" " from $\frac{3}{8}$ length amidships to Collision bulkhead	685 & 760		" " Reversed Frame	
" " in peaks	610		" " Vertical Struts	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1818 x 15.
Frame Amidships, Angle, E or T	250 12.		" " top Angles	WELDED.
" " Extends up to	UPPER DECK.		" " bottom Angles	WELDED.
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	3. { 18 20 13.
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	FLAT. T.T.
Depth of Framing Girder	250		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]			" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	
" " Second 'tween Decks, Angle, [ or ]			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	
" " Third " " " "			" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	300 90 12.5.		Tank Side Brackets, height above base line at toe of Frame and thickness	2680 x 12.
" " in peaks, Angle or T	250 90 12.		INNER BOTTOM PLATING.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	WELDED.		Breadth and thickness of Middle Line Strake	3400 x 32.
State if Frame Joggled	YES (SHEERSTRAKE ONLY)		Thickness of remainder in Holds E.R.	15
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, E or T	250 12.
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, E or T	250 12.
Height of Brackets at side above base line at toe of frame			Spacing	760.
Middle Line Keelson, on Floors, Angles, [ or ]			Second Deck, amidships, Angle, [ or ]	
" " Through Plate or Inter-costal Plate			Spacing	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [ or ]	
" " Flat Plate Keel Angles			Spacing	
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [ or ]	
" " thickness of Inter-costal Plate			Spacing	
" " Angles			POOP DECK, Angle, E or T	200 30 10. FR. 14. FORD. 180 30 9.5. FR. 13. AFT.
DOUBLE BOTTOM. ENGINE ROOM ONLY			Spacing	760 & 610.
Solid Floors, thickness and spacing	12 @ 760.		Bridge Deck, Angle, E or T	200 30 10.
" " Are Frame and Reversed Frame joggled?	No. WELDED.		Spacing	760.
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, E or T	230 30 11.
" " breadth and thickness at margin plate			Spacing	685 & 610.

010300-010308-0104



## PILLARS AND DECKS.

		IN SHIP. M/M.	Any Departure from Approved Plans to be Noted.				IN SHIP. M/M.	Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows					Stringer Plate, breadth and thickness in way of Bridge				
" in 'tween Decks, Size and Spacing					Thickness of Plating abreast Deck open- ings in way of Wells				
" " " " "					Thickness of Plating abreast Deck open- ings in way of Bridge				
" in Holds <b>FORWARD</b>		250 x 10	D/A		Thickness of Plating within line of openings				
2 LONGITUDINAL " " "					If Sheathed, material and thickness				
Centre Line Bulkheads.					Third Deck.				
Stiffeners and Spacing <b>CORRUGATED</b>					Stringer Plate, breadth and thickness				
Plating, thickness of		14.5	14 To 11.		If Plated, state thickness				
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness				
Stringer Plate, breadth and thickness in Wells		1800 x 25.			If Plated, state thickness				
" " " " in way of		1800 x 30.			Poop Deck.				
Bridge					Stringer Plate, breadth and thickness		1200 x 12.9.8.		
" Angle in Wells		200 x 200 x 25.			Plating, Sheathing, material and thickness		8.	65% SUGI.	
Thickness of Plating abreast Deck openings in way of Wells		HATCH STRAKE			Bridge Deck.				
Thickness of Plating abreast Deck openings in way of Bridge		AT SIDES 19. REMAINDER 22. IN WAY OF			Stringer Plate, breadth and thickness		1400 9.		
Thickness of Plating within line of openings		PUMP ROOM 30.			Plating, Sheathing, material and thickness		8.		
If Sheathed, material and thickness					Forecastle Deck.				
Second Deck.					Stringer Plate, breadth and thickness		1200 10		
Stringer Plate, breadth and thickness in Wells					Plating, Sheathing, material and thickness		9.		

## 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.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.	
Flat Plate Keel	1500	28.	28	28		WELDED.		WELDED			
" Dblg. (if any)											
Bottom Plating, No. of Strakes 5.		21.	13.5	15.		WELDED.		"			
Bilge Plating, No. of Strakes 1.		21.	19.	15.		DOUBLE.	25 100.	"			
Side Plating, No. of Strakes 5.		18	13.5	13.5.		WELDED.		"			
Upper Deck, Sheer- strake in Wells	1700	28	14	13.5.		DOUBLE	25 100.	"			
Upper Deck, Sheer- strake in Bridge											
Strake below Sheer- strake in Wells		18.	13.5	13.5.		UPPER EDGE DOUBLE LOWER EDGE WELD	25 100	"			
Strake below Sheer- strake in Bridge											
Poop side Plating				11.		WELDED		"			
Bridge Side Plating		11.				WELDED.		"			
Forecastle Side Plating			12.			WELDED.		"			

## OILTIGHT &amp; WATERTIGHT BULKHEADS.

## FORGINGS AND CASTINGS.

OILTIGHT & WATERTIGHT BULKHEADS.					FORGINGS AND CASTINGS.				
Total No. of W.T. BULKHEADS in Vessel—					Casting or Forging.				
Extending to Upper Deck (Sec. 3c)					Scantlings.				
Deck next below					Maker's Name.				
As per Rule					Any Departure from Approved Plans to be Noted.				
15. 14					M.M.				
					KEEL, Bar				
					STEM				
					STERN Propeller Post				
					FRAME Rudder				
					Speed of Vessel				
					15. KNOTS.				
					RUDDER—Type				
					BALANCED - REACTION				
					" A x D				
					" Diam. of head				
					350.				
					" Mainpiece at top pintle				
					" heel				
					" how constructed				
					PLATES & DIAPHRAGMS				
					" double or single plate				
					DOUBLE				
					" coupling, vertical or horizontal				
					HORIZONTAL				

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



Parture from  
ed Plans to  
Noted.

EQUIPMENT No. 60482.

LETTER *ht*

ANCHORS.

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.				
176.	1st Bower	106	0	24	✓	✓	✓	70	12	0	0	✓	100	HALLS TYPE	KOKKO SETSA. KOSYO. K.K.	OSAKA. 7.9.51. JANAMURA
175	2nd "	106	0	11	✓	✓	✓	70	12	0	0	✓	1	" "	" "	" " "
177	3rd "	92	1	7.	✓	✓	✓	65	3	0	0	✓	✓	" "	" "	" " "
	Collective weight	304	2	14	✓	✓	✓	✓	✓	✓	✓	✓	285.			
178	Stream	31	3	26	8	1	1	30	2	0	0	✓	29 1/2 ex	ADMIRALTY TYPE	" "	" 27.9.51. H. IKEDA

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.	Stam. Tons.	Break- ing. Tons.	Supplied.			Per Rule.	Length.					Diam.	Length.		Cir.	Tons.	Length.	Cir.
					Cwts.	qrs.	lbs.													
177	342.	2 7/16	149.65	209.5	1073	3	4	1258	330.	2 1/16	CAST. STEEL	OSAKA CHAIN MFG CO. LD.	KAIKUKA 28.8.51. H. IKEDA.	FOWLINE	135.	6 3/8	112.3	130	6 3/8	
														Hawsers & Warps	20	8"	120	20	8"	
															20	8"	120	20	8"	
X. 1978		Cir.								Cir.										
Iron Stream Chain or Steel Wire	123.	5 1/2	-	84.4					120.	5 1/2	STEEL WIRE									
										6/24										

Steering Gear, Type (Power or hand) *ELECTRIC HYDRAULIC - 2. MOTORS* Alternative Means of Steering *HAND.*

Steering Chains (Size and Test) *✓* Windlass *STEAM.* Beats *4. STEEL*

Ceiling in Holds, thickness and material *65 W.P. ON 40% BEARERS. (FORWARD)* Cargo Battens, thickness, material and spacing *150 x 50 SUSI. HORIZONTAL 150 APART.*

Deckways. - (Upper Deck) *STEEL PLATES & ANGLES.* Thickness of Hatches *10 1/2" PLATES SUITABLY STIFFENED*

Hatchways No. 1 (Fwd) *3.425 x 4000* No. 2 *ETC.* No. 3 *-* No. 4 *-* No. 5 *-* No. 6 *✓*

of Shifting Beams} *✓*  
Fore and Afters }

THE HARIMA SHIPBUILDING AND  
ENGINEERING COMPANY, LTD.

Builder's Signature

*M. Yoshikawa*

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 *✓*  
whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *✓* The positions in which oil is carried as fuel or cargo should  
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's Rules  
regulations and Secretary's letters. The scantlings and arrangements of the ship are as  
in the report and as shown and amended on the "As Approved" and "As Built" plans now  
ded. All modifications or additions to the original approved arrangements made during  
uction have been indicated on the plans and have been approved as being in accordance  
or by standards equivalent to, the Rule requirements. The plans of midship section and  
e and decks showing the ship as built, now forwarded herewith, have been checked with the  
ed arrangements and found in order.

he materials and workmanship are good. The weather decks clear of the oil tanks and W.  
above peak tank forward have been hosed tested and found satisfactory.

he peak tanks, all cargo tanks, deep tank forward, engine room D.B. tanks & coffer-  
feed water tanks aft. have been tested as required by the Rules and found satisfactory.

he requirements of section 20 of the Rules, where applicable for the carriage of oil  
having a flash point above 150°F have been complied with. The windlass, steering &  
ary gear have been tried under working conditions and found satisfactory. The assigned  
ards have been marked on the ship's sides, verified & cut in. The oil fuel is carried  
bunkers at the forward end of engine room, E.R. double bottom & forward deep tank.

The amount of Entry Fee *Y3,931.488* £ : : Fees applied for,  
Special Survey Fee £ : : 19  
Travelling Expenses, if any *Y16,100* £ : : Received by me, 19

State whether the Vessel has been built under Special Survey *YES*

Certificate to be sent to *KOBE* *Kobe in triplicate* Date of issue *4/7/52*

Signature *G. Young*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *TUES. 10 JUN 1952*

Character assigned *+100A1 'Carrying Petroleum in bulk'*

*Lloyd's A+C.P.*

*+ LMC 12.51 Oil Eng.*

*C.L.*

*2 DB 17/16.*

*While K.K. (h).*

CLASSIFICATION  
CERTIFICATES WRITTEN

Lloyd's Register  
Foundation



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 FOLLOWING PLANS ARE ENCLOSED.

AS BUILT

MIDSHIP SECTION.

CONSTRUCTIONAL PROFILE & DECK PLANS

STEM

STERNFRAME

RUDDER

SHELL EXPANSION.

LONGITUDINAL BULKHEAD.

TRANSVERSE O.T. BULKHEADS.

DOUBLE BOTTOM & MAIN ENGINE GIRDER

BOW FRAMING & STERN FRAMING

FORGING & CASTING CERTIFICATES.

RUDDER STOCK

STERN FRAME

TILLER

RUDDER CASTINGS.

AS APPROVED.

MIDSHIP SECTION.

CONSTRUCTIONAL PROFILE & DECK PLANS

Not stamped  
or initialed

PARTICULARS OF ELECTRIC WELDING (if employed) SHELL BUTTS & SEAMS (WITH THE EXCEPTION OF SHEER & BILGE STRAKES) LIDDER DECK BUTTS & SEAMS - STRINGER ANGLE RIVETED. ALL THE REMAINDER OF DECKS, HOUSES, CASINGS, BERNY AND STIFFENERS, TANK TOPS, ALL BULKHEAD PLATING & STIFFENERS, BULKHEAD WEBS, SHELL STRINGER, SHELL WEBS AND FRAMES, DECK & BOTTOM TRANSVERSES, DECK & BOTTOM LONGITUDINALS AND GIRDERS.

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

RADAR. O.F. E.S.D. A & CP. CRUISER STERN GYC. PARTLY

WELDED. MACHY AFT. LONGITUDINAL FRAMING BOTTOM & DECKS.

RADAR Equipment (State if fitted) YES.

State Type or Pattern No. SPERRY. MARK 2. MODEL O

State } Maker  
Name } and/or  
of } Supplier

SPERRY.

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

1st Bower

67.0.14.

CERT N<sup>o</sup>. 175

J. NONOMURA.

8.9.51.

2nd "

67.0.5.

" " 176.

J. NONOMURA.

8.9.51.

3rd "

60.0.4.

" " 177.

H. IKEDA.

27.9.51.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 116.4 ft., R.Q.D. ft., Bridge 42.3 ft., Forecastle 70.4 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 67881. Signal Letters J.Q.G.V. Extreme Breadth over Belting (Circ. 1611)

Over all Length 570.37 (Circ. 1703)

No. and Material of Decks 1. STEEL. - 2<sup>ND</sup> DECK AFT.

Parts of Bottom of Vessel coated with cement or approved composition FIRE & AFT PEAKS. D.B. F.W. TANKS. FEED & FRESH WATER TANKS AFT.

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank, FRESH WATER	28.0	132.8
Double bottom, under Engines and Boilers		F.W. 51.5.	After peak tank, FRESH WATER	20.0	69.0
Double bottom, if under Engines only,	92.3.	L.O. 59.0	Deep tank, aft,		
Double bottom, if under Boilers only,	2.5.	A.F. 199.6.	Deep tank, forward, OIL FUEL.	38.16	728.4
Double bottom, forward,			Other tanks, if fitted, F.W. TANKS TWDK. AP-10	20.0	216.0.
Total length (if continuous) and Capacity	94.8	310.1	(If necessary furnish further information by sketch)		

Order for Special Survey No.

Date

Dates of Surveys held while building

G.G.Y. APRIL 6. 24. 25. MAY 15. 23. 28. JUNE 8. 11. JULY 13. AUG. 8. 21. SEP 4. 25. OCT. 23. NOV. 12. TOTAL 15.  
M.H. MAY. 11. JULY 14. 17. 28. AUG. 2. 4. 9. 16. 23. 25. SEPT. 4. 8. 11.  
K.W. JULY 10. AUG. 18. 25. SEPT. 6. 10.

Lloyd's Register  
Foundation

Total No. of Visits 33.



NISSYO MARU.

Rpt. 1\*.

# 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.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam.	Speng.		Number.	Diameter.	
Framing of L, L or C					SHELL.			CENTRE TANK.	WING TANK.					
Frames in Bridge 'tween Decks ...		TOP STRINGER.			800 x 11 - 100 FL.			850 x 11. 130 x 14. F.B.	850 x 11. 150 FL.					
Frames from Uppermost Continuous Deck No. 1		MIDDLE STRINGER			800 x 11. - 100 FL.			950 x 11. 150 x 16. F.B.	900 x 12. 170 FL.					
" 2		LOWER STRINGER.			800 x 12 - 130 FL.			1000 x 13. 200 x 16. F.B.	975 x 13. 150 x 16. F.B.					
" 3														
" 4														
FROM LONGITUDINALS		520 x 13. 120 FL.			SPACED. 760 3/4" APART.									
" 6														
IN WING TANKS.														
" 7		TOP.			LOWER									
" 8		200 x 12.			200 x 14.									
" 9		T.B. 600 x 12.			T.B. 700 x 14.									
" 10		200 x 12.			200 x 14.									
LINE LONGITUDINAL TO UPPER DECK.								ALL WELDED CONSTRUCTION IN TANKS.						
" 12		1.750 x 11. - 300 x 14. F.B.												
" 13		STIFFENERS 150 x 11. F.B.												
" 14		2.200 x 13. - 500 x 30 F.B.						TRANSVERSE BHDS CORRUGATED VERTICALLY.						
" 15		WITH DOCKING BRACKETS						LONGITUDINAL BHDS CORRUGATED HORIZONTALLY.						
" 16		MIDWAY BETWEEN TRANSVERSES												
Spacing of Longitudinal Frames		Amidships			At Ends									
Double Bottoms L or C		Tank Top Longitudinals												
" Bottom														
Spacing of Longitudinals		Amidships			At ends...									
Transverses.														
Side 'tween Decks		Depth and Thickness												
" Face Angles														
" Lugs to Shell*		CENTRE TANK			WING TANK									
" 37		820			1000 x 12.									
Side (in Hold)		Depth and Thickness												
" Face Angles					150 FL.									
" Lugs to Shell*					WELDED.									
Bottom		Depth and Thickness			1200 x 12.			1200 x 12.						
" Face Angles		150 x 14.			150 x 14.									
" Lugs to Shell*		WELDED.			WELDED.									
" Back Bars		✓			✓									
" Brackets		12.			12.									
Spacing of Transverse Frames...		3040.			3040.									
* State if joggled or liners.														
Longitudinal Beams of L or C		Bridge Deck						Spacing.		CENTRE TANK.				
" Upper		250 x 30 x 11. B.A.			250 x 30 x 11. B.A.			760 3/4" APART		1050 x 11. - 150 FL.				
" Second														
" Third														
Total 15.										WING TANK.				
										825 x 11. 130 x 11. F.B.				

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.