

DISCLOSED
SECTION
No. 1049

STEEL STEAMER OR MOTORSHIP.

Received at London Office 17 AUG 1955

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

State if Report is sent on the Machinery of the Vessel

DISCLOSED

SECTION

No. 1049

No. 1723

Date of completion of report

Port of Yokohama

Survey held at Shimizu & Yokohama

Date First Survey

22nd November 1954

Last Survey

25th July

1955

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

Steel Single Screw Motorship

"NISSHUN MARU"

Machinery Aft.

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

Full scantling

State Type of Erections

Forecastle, Gallant Forecastle & Poop

TONNAGE under Tonnage Deck

24,960.891 M³CLASS ∇ 100A1

State if with freeboard as condition of Class

No.

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

Total 24,960.891 M³

Gross Tonnage 9,998.74

Register Tonnage 6,235.42

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

L 501.96 (153.000 M)

Breadth (greatest moulded) B 68.90 (21.000 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 37.73 (11.500 M)

1st Longitudinal Number (L x D)

2nd Numeral L x (B + D)

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

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

Do. Long Bridge to top of keel

Draught Moulded (Summer)

26.90

Built at Shimizu

Launched 20th May, 1955 Yard No. 120

Builders Shimizu Shipyard, Nippon Kosen K.K.

Owners Nisshun Kisen K.K.

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

Residence

Port of Registry Tokyo

If surveyed while building, afloat, or in dry dock

Yes (Undocked 20th July 1955)

REGISTERED DIMENSIONS.

FEET

Length 153.74 (504.39)

Breadth 21.00 (68.90)

Depth 11.50 (37.73)

FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm. IN SHIP.	Any Departure from Approved Plans to be Noted.	mm. IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	760		Tank top longitudinal, channel & B.P.	250 90 1/4.5
" " from 1/2 length amidships to Fr. No. 194	685		Bracket Floors, Frame	250 12
" " Fr. 194 to Collision bulkhead	610		Bottom longitudinal	250 12
" " in peaks	610		" " Reversed Frame... B.P.	250 12
SIDE FRAMING.			" " Vertical Struts	
Frame Amidships, Angle, E or F	380 100 10.5/16		Centre Girder, depth and thickness amidships	1850 14.5
" " Extends up to	Bottom of Top side tanks		" " top Angles	Welded
Reversed Frame Amidships, Angle, E or F	200 10		" " bottom Angles	Welded
" " Extends up to	Under deck		Side Girders, No. each side and thickness	3 13.5 11.1
Depth of Framing Girder	380		Margin Plate depth (excl. of flange) and thickness	3550 17
Web Frames, in Uppermost Continuous Decks, Angle, E or F	900 .50 Every fourth		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	None
Web frame, face bar (F.B.)	350 18.5		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	None
" " Second 'tween Decks, Angle, E or F			" " Gussets, spacing and scantling abaft 1/2 len. from stem	None
" " Third Extends up to	Bottom of Top side tanks		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	None
Frame from 1/2 len. for'd. to 15% len. from Stem	380 100 10.5/16	I	Tank Side Brackets, height above base line at toe of Frame and thickness	3550 11 Incorporated in Tanks
" " in Peaks, Angle or F B.P.	230 11	I	INNER BOTTOM PLATING.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	Welded.		Breadth and thickness of Middle Line Strake	1830 19.5
State if Frame Joggled	No		Thickness of remainder in Holds	18.5 17
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. (Longitudinal Framing)	
SINGLE BOTTOM. in way of Fwd 2/3 (Fr. 179-197)			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	250 90 1/4.5 cut from J
Floors, Depth and thickness at mid-line in Holds	1500 12		" " in way of Bridge, Angle, E or F	
Height of Brackets at side above base line at toe of frame	3,000.		Spacing (Longitudinally)	750
Middle Line Keelson, on Floors, Angles, Height & thickness (e.L.B.H.D.)	1500 10		Second Deck, amidships, Angle, E or F	
" " Through Plate or Inter-costal Plate	Through		Spacing	
" " Foundation Plate on Floors	1400 .50 Flanged 75.		Third Deck, amidships, Angle, E or F	
" " Flat Plate Keel Angles	Welded		Spacing	
Side Keelsons, No. each side	{ 3 - Full height 3 - Half height		Gallant Forecastle Deck	200 10
" " thickness of Inter-costal Plate	10.5		Fourth Deck, amidships, Angle, E or F B.P.	230 11
" " channel Connecting floor top Angles (Longitudinally)	200 90 8/13.5 (Full height girders)		Spacing	Every frame
DOUBLE BOTTOM. (Longitudinal Framing)			Spacing	180 9.5 200 10. 230 11.
Solid Floors, thickness and spacing	.50 Alternate frame		Poop Deck, Angle, E or F B.P.	230 11
" " Are Frame and Reversed Frame joggled?	Welded		Spacing	Every frame
Centre girder			Bridge Deck, Angle, E or F	
Bracket Floors, breadth and thickness at middle line	750 11.5 Flanged 90		Spacing	180 9.5 200 10. 230 11.
Side bracket, breadth and thickness at margin plate	11		Forecastle Deck, Angle, E or F B.P.	250 12
			Spacing	Every frame

		Name of Ship.		Any Departure from Approved Plans to be Noted.		Location in Ship.		Remarks to be Noted.	
PILLARS, No. of Rows		None							
"	in 'tween Decks, Size and Spacing	/							
"	" " " " " "	/							
"	in Holds " " " " " "	/							
"	" " " " " " " "	/							
Centre Line Bulkhead.		None							
Stiffeners and Spacing		/							
Plating, thickness of		/							
STRINGERS AND DECKS.									
Uppermost Continuous Deck.									
Stringer Plate, breadth and thickness in Wells		1700	32	/					
" " " " " in way of Bridge		/							
" " " " " " " " " in way of Bridge		/							
" Angle in Wells		200	200 25	/					
Thickness of Plating abreast Deck openings		32		/					
in way of Wells		/							
Thickness of Plating abreast Deck openings		/							
in way of Bridge.....		/							
Thickness of Plating within line of openings		9.5	12	/					
(Raised deck)		No sheathing		/					
If Sheathed, material and thickness.....		/							
Second Deck.		/							
Stringer Plate, breadth and thickness in Wells		/							
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.....		/							
Third Deck.		/							
Stringer Plate, breadth and thickness		/							
If Plated, state thickness		/							
Gallant Forecastle Deck.		/							
Fourth Deck. Deck Plate		/							
Stringer Plate, breadth and thickness.....		/							
If Plated, state thickness.....		/							
Poop Deck.		/							
Stringer Plate, breadth and thickness.....		/							
Plating, Sheathing, material and thickness		/							
Bridge Deck.		/							
Stringer Plate, breadth and thickness.....		/							
Plating, Sheathing, material and thickness		/							
Forecastle Deck.		/							
Stringer Plate, breadth and thickness.....		/							
Plating, Sheathing, material and thickness.....		/							

ANCHORS.

HAWSERS AND WARPS.

Steering Gear, Type (Power or hand) Steam Alternative Means of Steering Manual
Steering Chains (Size and Test) None Windlass Steam (12" x 14") Boats 1- Wood midget L.B. 8.5M x 2.7M x 1.2M 56 Persons
1- Wood L.B. (Hand prop. gear) 8.5M x 2.7M x 1.15M 56 Persons
1- 5.5M wood dinghy.
Ceiling in Holds, thickness and material For 80% top only 65 mm soft wood with 30 mm grounds. Cargo Battens, thickness, material and spacing None
Cargo Hatchways.—(Upper Deck) Coaming constructed of steel and adequately supported Thickness of Hatches 65 mm. Soft wood.
Size of Hatchways No. 1 (Fwd.) 4.795^{mm} x 6.000^{mm} No. 2.1560^{mm} x 9.000^{mm} No. 3.2.160^{mm} x 9.000^{mm} No. 4.12,160^{mm} x 9.000^{mm} No. 5.12,160^{mm} x 9.000^{mm} No. 6.13.680^{mm} x 9.000^{mm}
Number of Shifting Beams } 3
and/or Fore and Afters } 7
7 7 7 9
Builder's Signature Y. Tozaki

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..... *by S*
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo..... *No.* 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).

This ship has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with or by standards equivalent to the Rule requirements. The plans of Midship section and Profile and Decks showing the ship as built, now forwarded herewith have been checked with the approved arrangement and found in order. The quality of the materials and workmanship is good. The ship is designed to carry oil fuel in deep tank, forward of machinery space and in Nos. 6, 7 & 8 double bottom tanks and No. 7 top side tank, and ballast water in Nos. 1 (Fore D/T), 2, 3, 4, 5 & 10 double bottom tanks, Nos. 2, 3, 4, 5 & 6 top side tanks, and fore & after peak tanks. The peaks, double bottom, top side and deep tanks have been pressure tested and decks, bulkheads and w.t. doors have been hose tested in accordance with the Rules. Steering gears and windlass have been tested under working condition and found satisfactory.

FORGINGS AND CASTINGS.

The amount of Entry Fee as per Scale... £2395.000 Fees applied for,
 Less Special Relieving... 798.900
 ACTUAL CHARGE £1,596.100.00 19
 Special Survey Fee..... £..... Received by me,
 Travelling Expenses, if any £1500.00 19
 State whether the Vessel has been built under Special Survey Yes
 Certificate to be sent to Yka in trip Date of issue 28/10/55
 Committee's Minute FRIDAY 30 SEP 1955
 Character assigned +100 A1
7.55 Yka.
Lloyds A + CL
+ LMC 7.55 (With Torsional Encl^{ts})
2 WTDB 135 lb.
CL.
 Written by Yka (26/11/55)
 Sd. Yka

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.)

This vessel is also classed with Nippon Kaiji Kyokai.
The freeboard has been assigned by the Japanese Government, Summer 3301^{mm} from top of steel upper deck at sides.

The following plans forwarded herewith.

<u>As built</u>		<u>As approved</u>
Midship Section	Hatch side Coaming & Top side tank construction	Midship Section
Construction profile & decks.	W.T. & O.T. Bulkheads	Construction profile & decks.
General arrangement.	Stem	
Capacity plan.	Stern frame.	
Shell expansion	Rudder	
Side framing	Aft peak Construction	
Double bottom Construction	Fore peak Construction	
Deep tank construction	Free board mark (Please see Capacity Plan)	
Pumping plan	Arrangement of killed steel	

The following casting & forging certificate copies accompany this report.
Stern frame, Rudder stock, Rudder frame & Tiller.

The following parts of the vessel has been constructed of material in accordance with P403 the Rules:-
Keel, Bottom shell (including bilge strake), sheer strake, upper deck plate and stringer plate.

This vessel is a sister ship to M.V. "NICHIRYU MARU" the same builder yard No. 110.
(Please see Yka F.E. Rpt. No. 1489.)

PARTICULARS OF ELECTRIC WELDING (if employed) Electrically welding used in all hull parts except the following:-

Seam of keel, upper & lower seams of bilge strake, stringer angle to sheer strake & stringer plate, lower seam of sheer strake &c. where all rivetted.

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

Longitudinal framing at bottom and at deck, Cruiser stern, Lloyds A & Cp, D.F., Gyro, Part electrically welded.
CBNF

RADAR Equipment (State if fitted) Yes.

State Type or Pattern No. NMD 402 type

State Name of Maker and/or Supplier Nihon Kinsen Denki K.K.

Particulars of Drop Test of Cast Steel Anchors, viz.:- Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Y-6353	cuts 55	lbs 1	27	1/3/55	T.N.
	2nd "	Y-6354	55	2	21	8/3/55	T.N.
	3rd "	Y-6355	55	2	10	8/3/55	T.N.
	Stream	Y-6356	28	1	10	1/3/55	T.N.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 25.75 ft., R.Q.D. — ft., Bridge — ft., Forecastle 78.02 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 73436 Signal Letters J J F W Extreme Breadth over Belting (Circ. 1611) Over-all Length 532.18 (Circ. 1703)

No. and Material of Decks One, Steel.

Parts of Bottom of Vessel coated with cement or approved composition Fore & Aft peaks, cement.

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.	Salt Water Capacity.	Where Fitted.	Length.	Salt Water Capacity.
Double bottom, aft, Fr. 13-24 (W.B.)	26.44	86.48	Fore peak tank, (W.B.)	-	370.30
Double bottom, under Engines and Boilers, Fr. 14-51 (O.F. & F.W.)	67.32	-	After peak tank, (W.B.)	-	221.23
Double bottom, if under Engines only, Fr. 14-51 (O.F. & F.W.)	67.32	-	Deep tank, aft, Fr. 47-51 (O.F.)	9.97	-
Double bottom, if under Boilers only, Fr. 51-173 (O.F. & W.B.)	301.24	2411.52	Deep tank, forward, Fr. 173-197 (W.B.)	53.20	443.73
Double bottom, forward, Fr. 51-173 (O.F. & W.B.)	395.00	2498.00	Top side tank, if fitted, Fr. 39-173 (O.F. & W.B.)	331.16	1743.74
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. —

Date —

Dates of Surveys held while building

P.W.M. 1954 NOV. 22 DEC. 19 1955 JAN. 11 FEB. 11, 12, 1958. 29 APRIL 4, 5, 11, 12, 18, 22, 23, 28, MAY. 12, 17, 20, 31, JUNE 15 JULY 13, 14, 17, 18, 25
R.I. 1955 MAY 31
K.M.N. 1955 JULY 18, 19

Total No. of Visits 27

Lloyd's Register Foundation

90350.F. available.