

DISCLOSED  
SECTION

17 NOV 1960

Rpt. 1

No.

856 A

Port KOBE

No. FE-8236

Date of completing report 24th Sept., 1960

When handed in at Local Office 22nd Oct., 1960

Received London

Survey held at Tamano

First Visit 17th Feb., 1960 Last Visit 25th Aug., 1960

No. of Visits 79

|                   |   |
|-------------------|---|
| F.E. FROM ACCTS.  | 18/11.  |
| F.E. FROM ADMIN/F | 23/11   |
| PLANS RECD.       | X   |
| CERTS. RECD.      | Y   |
| TO RPIS. DEPT     | Has Report been sent on (1) Freeboard of Ship? No - Rpt. C11 only |

FIRST ENTRY SHIP REPORT  
ON THE SS/MS "NAGAOSAN MARU" EXPLORERDISCLOSED  
SECTION

856 A

(Rpt. C11 & Rpt. C11 (Comp.) are to be forwarded in advance when freeboards are assigned by the Society. In cases where freeboards are assigned by another Authority or when ships are exempt from Load Lines, Rpt. C11 only need be forwarded).

Single screw motorship with scantlings suitable for a summer

Type of Ship draught of 7,600 mm measured from top of keel.

Is machinery fitted aft? No

Length (D 201 of Rules)\* 122.68 metres

Built at Tamano

Breadth (D 202 of Rules) 17.6 metres

Launched 9th June, 1960

Yard No. 641

Depth (D 203 of Rules) 10.7 metres

Builders Mitsui Shipbuilding &amp; Engineering Co., Ltd.,

Draught (summer moulded) (D 204 of Rules) 7.6 metres

Tamano Works.

Deck Factor "F" excluding d<sub>t</sub>

Owners Mitsui Steamship Co., Ltd.

,, "F" including d<sub>t</sub>

Address 2-Nihonbashi Muromachi, Chuo-ku, Tokyo

Gross tonnage 6,554.87

Managers K. Shindo

Net tonnage 3,921.56

Address As Owners

Official number 85430

Port of Registry Tokyo

Signal letters J D O J

Date of last survey in drydock 29th July, 1960

## GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters? Yes

Have the scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans or with equivalent arrangements? Yes

Have any modifications and/or additions to the original approved arrangements made during construction, been indicated in ink of a distinctive colour other than red on the approved plans now forwarded, and approved locally as being in accordance with or by standards equivalent to Rule requirements? Yes

If separate plans of midship section and profile and decks showing the ship as built are forwarded, have they been checked with the approved arrangements and found in order? Yes

Are the materials and workmanship satisfactory? Yes

Have the freeboards been satisfactorily marked on the ship's sides and verified? Yes (As Assigned by the N.K.)

BUILDER'S DECLARATION: To the best of my knowledge the ship has been built in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping.

MITSUI SHIPBUILDING &amp; ENGINEERING CO., LTD., TAMANO WORKS.

Managing Director.

Builder's Signature

## FEES, etc.

Special Survey fee ¥1,556,000.-

Travelling expenses /

Late attendance fees /

Fees applied for Received

Classification Certificate to be sent to Surveyors Kobe

Date of issue 24.2.61

Has an Interim Certificate been issued? Yes attached FE-65543.

This Ship in my opinion is eligible to be classed:—  
(Special notations where part of class to be stated)

+100A1 "Longitudinal framing midship at bottom &amp; deck"

Signature

Surveyor(s) to Lloyd's Register of Shipping  
A. Jacobs & G.M. Kersey.

Committee's Minute FRIDAY 10 FEB 1961

Character Assigned +100 A1

MTf - Vegetable Oil

LACP

DS 7.60

+LMC

ES

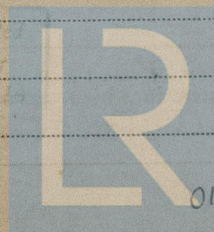
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SPS

TS 64

8.60

KOB 6,59



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Foundation

STEEL

Manufacturer's Name and/or Trade Mark of the steel used in the construction of the ship:—

Plates:— Fuji Iron & Steel Co.,Ltd.  
Yawata Iron & Steel Co.,Ltd.

Sections:— Yawata Iron & Steel Co.,Ltd.  
Fuji Iron & Steel Co.,Ltd.  
Nippon Kokan K.K.

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? Yes

Process of manufacture (e.g. Open hearth, electric furnace, etc.) Open Hearth

Particulars of Special Quality Steel used  
(Advice notes to be forwarded separately with plan showing disposition of these plates)  
P5 steel is used on sheerstrake S8 & S10, upper deck plates from S6 to S12 and hatch corner plates  
C7, C10, C12, C13, C15, C17, C19, C21, C24 & D7

ELECTRIC WELDING  
Parts of main structural importance electrically welded All bottom plates except bilge plate (D/E, E/F Seam) side shell except sheerstrake (J/S Seam) and upper deck except stringer angle.

Parts examined by radiography Sufficient parts of bottom, bilge, side shell and upper deck plating.

Were the electrodes used of types approved by the Committee? Yes

FORGINGS, CASTINGS AND FABRICATED PARTS

| ITEM                     | FORGING, CASTING OR FABRICATED<br>(Certificates to be forwarded) | MAKER'S NAME  |
|--------------------------|--|---|
| Stem bar                 | Plate Stem   |   |
| Shaft brackets           | -  |   |
| Sternframe               | Built up type with 3 portions<br>Cast Steel, As Approved         | Sumitomo Metal Ind. Ltd., Osaka                     |
| Rudder mainpiece or post | Main Piece, Cast Steel, As<br>Approved.                          | Do.   |
| Rudder head              | Forged Steel, As Approved  | Do.   |
| Quadrant                 | -  |   |
| Tiller                   | Forged Steel, As Approved  | Mitsubishi Shipbuilding & Eng., Co., Ltd., Nagasaki |

GENERAL PARTICULARS  
Steering gear (Type & Maker) Electro-Hydraulic, Mitsubishi S.B. & E. Co., Ltd.

Steering chains (Size & test) None Auxiliary steering gear Two independent sets of pumps & motors

Ceiling in holds (Material & thickness) Matsu 65 mm Windlass (Type & Maker) Electric Yutani Heavy Ind., Ltd.

Parts of bottom plating on which cement or an approved composition is laid (if fitted):— EPT, APT, Fresh water, feed water, ballast W.T.

Particulars of composition (if any):— Bitumastic Solution & Enamel - Chain Locker

Insulated cargo compartments (if any):— In No. 3 Tween deck fr. 85-109 port & starboard with 50mm glass wool + 175mm Toyo flex (Alflex) for ceiling and shell side, 250mm Toyo flex (Alflex) for side wall and 180mm foamnite for floor.

Parts of structure of material other than steel (if any):— None

If mechanical ventilation is fitted, state in which cargo spaces:— Mechanical ventilation is fitted in every cargo hold.

If cathodic protection is fitted, state in which tanks:— No

17 NOV 1960

## EQUIPMENT

Number 3,586.6 M2 ✓

Letter a † ✓

## ANCHORS

| Certificate No. | Anchor    | Weight of Anchor |   |    | Weight of Stock (if any) |   |    | Test per Certificate |    |   |   | Rule weight | Description of Anchor | Where and when tested |
|-----------------|-----------|------------------|---|----|--------------------------|---|----|----------------------|----|---|---|-------------|-----------------------|-----------------------|
| Y-15623         | Bower (1) | 65               | 2 | 25 | -                        | - | -  | 51                   | 10 | 0 | 0 | 65½ ✓       | Hall's Stockless      | Yokohama 21-4-60      |
| Y-15624         | " (2)     | 65               | 3 | 19 | -                        | - | -  | 51                   | 10 | 0 | 0 | 65½ ✓       | do.                   | do.                   |
| Y-15625         | " (3)     | 66               | 0 | 13 | -                        | - | -  | 52                   | 3  | 0 | 0 | 65½ ✓       | do.                   | do.                   |
|                 | Coll. wt. | 197              | 3 | 17 |                          |   |    |                      |    |   |   | 196½ ✓      |                       |                       |
| Y-15626         | Stream    | 19               | 0 | 9  | 4                        | 3 | 19 | 20                   | 15 | 0 | 0 | -           | Admiralty type        | Yokohama 21-4-60      |

## CHAIN CABLES

| Number of Certificate | Supplied |      | Test per Certificate |      | Weight of Chain Cable |     |     |      |        |     | Rule   |  | Description and Material      | Makers of Cable         | Where and when tested |
|-----------------------|----------|------|----------------------|------|-----------------------|-----|-----|------|--------|-----|--------|--|-------------------------------|-------------------------|-----------------------|
|                       | Length   | Dia. | Stat.                | Bkg. | Supplied              |     |     | Rule |        |     | Length | Dia.                                   |                               |                         |                       |
|                       | metres   | m/m. | kg.                  | kg.  | metres                | kg. | mm. | kg.  | metres | kg. | mm.    | kg.                                    |                               |                         |                       |
| CC-63808              | 503.67   | 54   | 115.7                | 162  | 33,760                |     |     |      | 27,242 | 495 | 50.5   | Electrically Welded Special Steel Link | Hamanaka Chain Mfg. Co., Ltd. | Kobe 28-4-60<br>11-5-60 |                       |
|                       |          |      |                      |      |                       |     |     |      |        |     |        |  |                               |                         |                       |
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Are joining shackles of the lugless type fitted? Common Joining Shackle

## TOWLINE AND MOORING ROPES

## CAST STEEL ANCHOR HEAD DROP TEST

| Item    | Supplied |       | Breaking Test | Rule   |       | Maker's Name                            | Certificate number | Weight (to include pins, etc.) | Surveyors' Initials | Date of Test |
|---------|----------|-------|---------------|--------|-------|---|--------------------|--------------------------------|---------------------|--------------|
|         | Length   | Circ. |               | Length | Circ. |   |                    |                                |                     |              |
|         | metres   | m/m.  |               | metres | m/m.  |   |                    |                                |                     |              |
| Towline | 235      | 120   | 72,600        | 220    | 125   | Bower (1) Tokyo Steel Casting Co., Ltd. | Y-15619            | 42-3-17 ✓                      | TN                  | 18-4-60      |
|         | 200      | 75    | 20,300        | 2x185  | 75    | " (2) do.                               | Y-15620            | 42-3-60 ✓                      | TN                  | do.          |
| Mooring | 200      | 75    | 20,400        | 2x185  | 75    | " (3) do.                               | Y-15621            | 43-0-0 ✓                       | TN                  | do.          |
| Ropes   | 200      | 190   | 22,500        | 2x185  | 177   | Stream do.                              | Y-15622            | 19-0-9                         | TN                  | do.          |

## PARTICULARS FOR REGISTER BOOK (feet &amp; inches)

Moulded length (see Key to Register Book) 402.50 403-7" Moulded breadth 57.74 57'-9" Moulded depth 35.11 35'-0½"

Number and material of decks Two Steel Decks ✓

Length of Poop - R.Q.D. - Bridge - Fo'cle 71.75 79 Trunk -

Overall length 434.36 ✓ Extreme breadth 57.97 ✓ Rise of floor 3.93 ✓

Is ship of O.S.D. Type? No ✓ Is ship of C.S.D. Type? No ✓ Is duct keel fitted? No ✓

Is longitudinal framing fitted? (state where) Yes, At bottom appr. ½ L in Midship &amp; U dh ✓

Is strengthening for navigation in ice fitted? (state class) No ✓

Is additional strengthening for heavy cargoes fitted? No ✓

Is the ship (if not a motorship) fitted for the carriage and burning of oil as fuel? Motorship ✓

Is the ship (if not an oil tanker) fitted for carrying oil as cargo? Yes ✓ and if so state where, together with the flash point where required

to be inserted in the notation: - Vegetable oil in Midship lower Deep Tank between ER &amp; No. 3 Hold. ✓

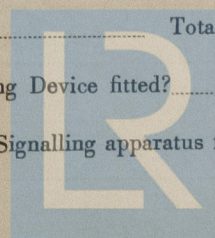
Watertight and/or Oiltight Bulkheads (state number required by Rules) 6 ✓

Bulkheads in ship extending to Upper deck on frame numbers: - 10, 33, 63, 85, 109, 137 &amp; 159 Total = 7 ✓

Bulkheads in ship extending to deck below upper deck on frame numbers: - 96 ✓ Total = 1 ✓

Is E.S.D. fitted? Yes Is Radar fitted? Yes Is Position Fixing Device fitted? No

Is D.F. fitted? Yes Is Gyro Compass fitted? Yes Is Submarine Signalling apparatus fitted? No



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## CAPACITIES OF TANKS (35 c.f. per ton) (Capacity Plan to be forwarded)

(O.F. or F.W. ONLY to be inserted against tanks used exclusively for oil fuel or fresh water)

Double bottom tanks:— No. 1 98 T ✓ No. 2 245 T ✓ No. 3 OF ✓ No. 4 180.2 T ✓ No. 5 193.9 T ✓ No. 6 235.7 T ✓  
No. 7 see below No. 8 — No. 9 — No. 10 — No. 11 — No. 12 —

Fore peak tank FW ✓ After peak tank FW ✓ Midship deep tank Upper. 474.0 T ✓  
Midship lower 468.6 T ✓ Deep tank fwd. — Topside tanks —  
Deep tank aft ✓

Tanks at sides of tunnel No. 7 147.6 T ✓ Tanks in way of tunnel — Deck tanks —

Side tanks — Wing tanks 145.3 T ✓ Other tanks FW Feed W DB in ER ✓

If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:— —

## GENERAL REMARKS

Names and yard numbers of sister or similar ships to be stated below. Numbered list of "Approved" and "As Built" plans to be given below or furnished separately (Port, Report Number, Builders' Name and Yard Number, Name of Ship and title of plan in English to be stated on outside of all plans folded to a maximum size of 11" x 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

No sister ship.

Section D 21 of the Rules complied with in Regard to the Carriage of vegetable oil.

The following "As Built" Plans forwarded herewith:—

1. Midship Section ✓ 2. Construction Profile & Deck Plans ✓

The following "Certified Copies of Approved Plans" forwarded herewith:—

1. Midship Section 8. After Peak Tank ✓  
2. Shell Expansion ✓ 9. Cruiser Stern ✓  
3. Construction Profile & Decks 10. Salon Deck and Upper Deck Girder ✓  
4. W.T. & O.T. Bhd. ✓ 11. Boat Deck and Upper Deck Girder ✓  
5. Rudder & Stern Frame ✓ 12. Diagram of Special Steel  
6. Double Bottom in E.R. ✓ 13. Capacity Plan ✓  
7. Fore Peak Tank ✓

The following Forging and Casting Certificates forwarded herewith:—

Stern Frame (Lower Gudgeon) M-61697 ✓  
— do — (Upper Gudgeon, Boss) M-61728 ✓  
Rudder Frame (Upper & Lower) M-62185 ✓  
Rudder Stock, Reamer Bolts & Nuts M-63237 ✓

Note: The scantlings are suitable for voyages in the loaded condition with midship upper and lower deep tanks empty.

## SPECIAL FEATURES

Cruiser Stern, Part Electric Welded, Longitudinal Framing at Bottom, Plates stem, Carrying vegetable oil in Lower Midship Deep Tanks. ✓



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