

## STEEL STEAMER or MOTORSHIP.

Received at London Office 27 SEP 1932

State if Report has been sent on the Freeboard of the Vessel *now*State if Report is sent on the Machinery of the Vessel *now*Date of completion of report *31<sup>st</sup> August 1932*Port of *Kobe*No. *7879*Survey held at *Harima*Date First Survey *1<sup>st</sup> October 1931*Last Survey *20<sup>th</sup> August 1932*

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

*Single Screw Steamer Johore Maru*

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

*Full Scantling*State Type of Erections *P.B. & F.*

TONNAGE under Tonnage Deck...

*5346.3*CLASS *+100A1*State if with freeboard as condition of Class *no*Built at *Harima*

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

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 410.0*

FEET.

Launched *23<sup>rd</sup> April 1932* Yard No. *184*

Total

Breadth (greatest moulded) *B 56.0*Builders *Harima Shipbuilding & Engineering Co. Ltd.*Gross Tonnage *6181.44*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 32.5*Owners *Ishihara Gomei Kaisha*Register Tonnage *3733.66*1st Longitudinal Number (L x D) = *13325*

Managers

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

2nd Numeral L x (B + D) = *36285*Framing Depth "d," at middle of length. See Sec. 3 (1d) *19.59'*

Residence

Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.61*Port of Registry *Fuchu*

REGISTERED DIMENSIONS.

Length *411.7 125.49*Breadth *56.0 17.07*Depth *32.5 9.41*Do. Long Bridge to top of keel *10.19*

If surveyed while building, afloat, or in dry dock

Draught Moulded *26.05**While building*

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	30"		Bracket Floors, Frame	5	180 90 8.5 in Bunker
" " from $\frac{3}{4}$ length to Collision bulkhead	27"		" " Reversed Frame	5	150 75 9 in B.R.
" " in peaks	24"		" " Vertical Struts	5	180 75 11 in B.R.
IDE FRAMING.			Centre Girder, depth and thickness amidships	44" x 54	
Frame Amidships, Angle <i>E or C</i>	280 90 12.5		" " top Angles	90 90 13	
" " Extends up to <i>BR &amp; Bunker</i>	280 90 14.0		" " bottom Angles	100 100 15	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	one .40"	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	37 x 52	
Depth of Framing Girder	280		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	90 90 12	
Frames in Uppermost Continuous 'tween Decks, Angle <i>E or C</i>	200 90 10		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	90 90 12	
" " Second 'tween Decks, Angle <i>E or C</i>			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	150 150 13	
" " Third " " "			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	150 150 13	
Framing in Peaks, Angles <i>E or C</i>	200 90 10		Tank Side Brackets, height above base line at toe of Frame and thickness	86" x 47	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	$\frac{7}{8}$ " @ 6 $\frac{1}{2}$ dia		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>yes</i>		Breadth and thickness of Middle Line Strake	52" x 50"	
ANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>Painting Struts</i>		Thickness of remainder in Holds	.42"	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>See app. plan</i>		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?	<i>yes</i>	
ANGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships	230 90 11	
Height of Brackets at side above base line at toe of frame			" " in Wells, Angle <i>E or C</i>	230 90 11	
Middle Line Keelson, on Floors, Angles, <i>E or C</i>			" " in way of Bridge, Angle, <i>E or C</i>		
" " Through Plate or Intercostal Plate			Spacing	<i>at every frame</i>	
" " Foundation Plate on Floors			Second Deck, amidships, Angle, <i>E or C</i>	230 90 11	
" " Flat Plate Keel Angles			Spacing	<i>at every frame</i>	
Side Keelsons, No. each side			Third Deck, amidships, Angle, <i>E or C</i>		
" " thickness of Intercostal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle, <i>E or C</i>		
DOUBLE BOTTOM.			Spacing		
Solid Floors, thickness and spacing	<i>40 at every frame, except in B.R. &amp; Bunker where every third frame</i>		Poop Deck, Angle, <i>E or C</i>	165 75 9	
" " Are Frame and Reversed Frame joggled?	<i>yes and no respectively.</i>		Spacing	<i>at every frame</i>	
Bracket Floors, breadth and thickness at middle line	33" x 40		Bridge Deck, Angle, <i>E or C</i>	200 90 11	
" " breadth and thickness at margin plate	33" x 40		Spacing	<i>at every frame</i>	
			Forecastle Deck, Angle, <i>E or C</i>	200 75 9	
			Spacing	<i>at every frame</i>	



# PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	<i>Two Rows</i>	<i>spaced</i>	Stringer Plate, breadth and thickness in way of Bridge.....	<i>48" x 34</i>	
" in 'tween Decks, Size and Spacing.....	<i>Spaced Pillars</i>		Thickness of Plating abreast Deck openings in way of Wells.....	<i>36</i>	
" " " " " " " "	<i>See app. plan</i>		Thickness of Plating abreast Deck openings in way of Bridge.....	<i>30</i>	
in Holds " " " "			Thickness of Plating within line of openings.....	<i>36</i>	
<b>Centre Line Bulkhead.</b>			If Sheathed, material and thickness.....	<i>not sheathed</i>	
Stiffeners and Spacing.....			<b>Third Deck.</b>		
Plating, thickness of.....			Stringer Plate, breadth and thickness.....	- - -	
<b>STRINGERS AND DECKS.</b>			If Plated, state thickness.....	- - -	
<b>Uppermost Continuous Deck.</b>			<b>Fourth Deck.</b>		
Stringer Plate, breadth and thickness in Wells.....	<i>59" x 87</i>		Stringer Plate, breadth and thickness.....	- - -	
" " " " " in way of Bridge.....	<i>59" x 40</i>		If Plated, state thickness.....	- - -	
" Angle in Wells.....	<i>160 160 22</i>		<b>Poop Deck.</b>		
Thickness of Plating abreast Deck openings in way of Wells.....	<i>.63</i>		Stringer Plate, breadth and thickness.....	<i>36" x 36</i>	
Thickness of Plating abreast Deck openings in way of Bridge.....	<i>.36</i>		Plating, Sheathing, material and thickness.....	<i>26+3" O.P.</i>	
Thickness of Plating within line of openings.....	<i>.42</i>		<b>Bridge Deck.</b>		
If Sheathed, material and thickness.....	<i>not sheathed</i>		Stringer Plate, breadth and thickness.....	<i>59" x 50</i>	
<b>Second Deck.</b>			Plating, Sheathing, material and thickness.....	<i>36+2 1/2" O.P.</i>	
Stringer Plate, breadth and thickness in Wells.....	<i>48" x 40</i>		<b>Forecastle Deck.</b>		
			Stringer Plate, breadth and thickness.....	<i>35" x 36</i>	
			Plating, Sheathing, material and thickness.....	<i>28+3" O.P.</i>	

## SHELL PLATING.

SCANTLINGS.						RIVETING. (Half length Amidships)							
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.	Spacing cr. to cr.
FLAT PLATE KEEL.....	<i>50"</i>	<i>82</i>	<i>.72</i>	<i>.72</i>		<i>Double</i>		<i>1"</i>	<i>3 3/4</i>	<i>Quadruple</i>		<i>1"</i>	<i>4"</i>
" DBLG. (if any)													
BOTTOM PLATING, No. of Strakes.....		<i>.64</i>	<i>.64</i>	<i>.48</i>	<i>See app. Shell Plan</i>	"		<i>7/8</i>	<i>3 1/2</i>	"		<i>7/8</i>	<i>3 1/2</i>
BILGE PLATING, No. of Strakes.....		<i>.64</i>	<i>.48</i>	<i>.48</i>		"		<i>7/8</i>	<i>3 1/2</i>	"		<i>7/8</i>	<i>3 1/2</i>
SIDE PLATING, No. of Strakes.....		<i>.64</i>	<i>.46</i>	<i>.46</i>		"		<i>7/8</i>	<i>3 1/2</i>	<i>Trible</i>		<i>7/8</i>	<i>3 1/2</i>
UPPER DECK, Sheer-strake in Wells.....	<i>51"</i>	<i>.86</i>	<i>.46</i>	<i>.46</i>		"		<i>1"</i>	<i>3 3/4</i>	<i>Quintuple</i>		<i>1 1/2</i>	<i>5 1/2</i>
UPPER DECK, Sheer-strake in Bridge...		<i>.64</i>				"		<i>7/8</i>	<i>3 1/2</i>	<i>Trible</i>		<i>7/8</i>	<i>3 1/2</i>
STRAKE BELOW Sheer-strake in Wells.....	<i>51"</i>	<i>.76</i>	<i>.46</i>	<i>.46</i>		"		<i>1"</i>	<i>3 3/4</i>	<i>Quadruple</i>		<i>1 1/2</i>	<i>4"</i>
STRAKE BELOW Sheer-strake in Bridge...		<i>.64</i>				"		<i>7/8</i>	<i>3 1/2</i>	<i>Trible</i>		<i>7/8</i>	<i>3 1/2</i>
POOP SIDE PLATING.....				<i>.38</i>		<i>Single</i>		<i>3/4</i>	<i>3</i>	<i>Single</i>		<i>3/4</i>	<i>2 5/8</i>
BRIDGE SIDE PLATING...		<i>.60</i>				<i>Double</i>		<i>7/8</i>	<i>3 1/2</i>	<i>Trible</i>		<i>7/8</i>	<i>3 1/2</i>
FORECASTLE SIDE PLATING			<i>.42</i>			<i>Single</i>		<i>3/4</i>	<i>3</i>	<i>Single</i>		<i>3/4</i>	<i>2 5/8</i>

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c)		Seven			
" Deck next below		—			
As per Rule		Seven			
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, Upper tween decks	.26	.28	120.75	10A	31"
" " Second	"	"	"	"	"
" " Third	"	"	"	"	"
" " Holds	.30	.48	300	13.5	BA 31"
COLLISION " (in Hold)	.26	.52	200.90	12	BA 24" Ch. L. lower flat
AFTER PEAK "	.30	.52	250.90	11	BA 24" Samuel Henry

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar.....				
STEM.....	<i>Castings</i>	<i>See app. Plan</i>		
STERN FRAME { Propeller Post.....				
{ Rudder.....				
RUDDER—A x D.....	<i>333</i>	<i>Castings for ditto frame + forged steel block</i>		
Speed of Vessel.....	<i>14 1/2 knots</i>			
RUDDER mainpiece at head.....				
" " heel.....				
" how constructed.....				
" double or single plate.....	<i>double</i>			
" coupling, vertical or horizontal.....				

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Asano Shipbuilding Co. Ltd.; Kawasaki Dockyard Co. Ltd.; Vereinigte Stahlwerke A.G.; August Thyssen-Hütte; Breunig Stahlwerk A.G.; Hoerder Verein; Gutehoffnungshütte Walzwerk Oberhausen*

Has the Steel been tested as required by the Rules? *yes*



27 SEP 1932

EQUIPMENT No. 38344										LETTER A	ANCHORS. 4
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
1075	1st Bower	68	0	5				52	15	2	14
1074	2nd "	68	0	3				52	15	2	14
1073	3rd "	61	0	19				49	0	2	14
	Collective weight.	197	0	27							
1076	Stream	19	0	8	4	3	10	20	1	3	14

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.	Statu- ry.	Break- ing.	Supplied.	Per Rule.		Length.	Diam.	Length.					Cir.	Length.		Cir.				
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	Ins.	Owts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.			
1854	271	2 5/16	96 1/2	134 3/4	766	1	19	720 3/4	270	2 5/16	Steel hippon mechanical Chain works	Osaka Y.T.O.	17 3/32	POWLINE...	120	5 1/2	89.2	120	4 3/4			
														HAWSERS & WARPS	120	6		90	8			
															120	8	handles	90	8			
															120	8		90	8			
															120	8		90	8			
															120	8		90	8			
Iron Stream Chain or Steel Wire	90	5	87						90	5												
		6x19								6x12												

Steering Gear, Steam Vertical 8' x 8'

Boats 3 Lifeboats 26' x 8' x 3' 6"

Ceiling in Holds, thickness and material 2 1/2" O.P.

Cargo Hatchways. (Upper Deck) 30' x 48' Sills Cosmings

Size of No. 1 Hatchway (Forward) 17' x 20' No. 2 32' 6" x 20' No. 3 17' 6" x 20' No. 4 32' 5" x 20' No. 5 32' 5" x 20' No. 6

Number of Shifting Beams and/or Fore and Afters 1-5; 2-6; 3-3; 4-6; 5-6 beams.

Steering Gear, Hand By mooring winches.

Windlass Hot Steam 280" x 360"

Cargo Battens, thickness, material and spacing 2" vertical wood 6 x 2 O.P. 9" apart hot in the deck.

Thickness of Hatches 2 1/2"

THE HARIMA SHIP-BUILDING AND ENGINEERING CO., LTD.

Builder's Signature H. H. H.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel **no** (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.

This vessel has been built under Special Survey and in accordance with the Rules and the approved plans.

The materials and workmanship are good and the materials have been tested in accordance with the Society's requirements.

The Peak tank, double bottom tanks, well & cofferdam, fresh water tank, weather deck, scupper, bulkheads, tunnel, hand pump, tarpaulin & hatch light doors have all been tested as required by the Rules with satisfactory results. The deckboard has been verified & cut in on the vessel side.

The vessel is eligible to have the notation "Lloyd's A & S" with "Telegraph" "Electric Light"

The amount of Entry Fee ..... £ 155.47

Special Survey Fee.... £ 826.47

Travelling Expenses, ~~if any~~ £ 360.00

Fees applied for, 2. 9. 1932

Received by me, 3. 9. 1932

I am of opinion the Vessel should be Classed **+100A1**

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

Signature **L. H. Parker**

Surveyor to Lloyd's Register of Shipping.

H.M. Certificate sent to **Builder** Date of issue **4/10/32**

Committee's Minute

Character assigned **+100A1**

TUE. 4 OCT 1932

Write Ref. (fee)

Lloyd's A & S

20. Ch.

W 318-0153 2/2

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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 & documents are forwarded with this report:—

① Midship Section, as built.

② Profile & Decks

③ Taring & Casting Certificates

④ Steel Advice note.

This ship is similar to S.S. Nagoya Maru, hitokuchi Zosen Kaisha (Nagasaki No. 803) but not a sister vessel.

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

1st Bower	37.2.4	H.D.B.	1075	20.1.32
2nd "	37.0.7	H.D.B.	1074	9.3.32
3rd "	34.2.5	H.D.B.	1073	28.2.32

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 32.3 ft., R.Q.D. ft., Bridge 140 ft., Forecastle 42.6 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 decks, etc.

Official No. 37703 ; Signal Letters J.F.F.E. Is bottom of Vessel coated with cement ☒ if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	115.0	349.	Fore peak tank,	21.0	127
Double bottom, under Engines and Boilers, <del>82.5</del>			After peak tank, (fixed bottom)	18.0	127
Double bottom, if under Engines only, (fixed bottom)	82.5	133	Deep tank, aft,		
Double bottom, if under Boilers only, <del>82.5</del>	82.5	266	Deep tank, forward,		
Double bottom, forward,	154.0	574	Other tanks, if fitted, <del>12.5</del> 10. Tank over thrust room.	12.5	37
Total capacity of double bottom		1322	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 441

Date 27 May 1931

Dates of Surveys held while building

Oct 1931 - 1.8.15  
Nov " - 11.19.27  
Dec " - 4  
Jan 1932 8.15.21.29  
Feb 1932 4.10.18.23

March 1932 1.11.17.24.30  
April 1932 5.10.16.18.20.23  
June 1932 1.7.21  
July 1932 215  
August 1932 4.6.18.20.

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Total No. of Visits 34.