

C O P Y

# Lloyd's Register of Shipping.



Port Kobe,

18th September, 1940.

## PRELIMINARY DAMAGE REPORT

This is to Certify that

A. R. Riddell,

the undersigned Surveyor to this Society did at the request of Messrs. Rising Sun Petroleum Co. Ltd., survey the

M.S. "NONAI MARU", 374 tons gross, of Yokohama on the 6th September 1940 and subsequently, whilst the vessel lay on the slipway of The Hakodate Dockyard Co., for the purpose of ascertaining the nature and extent of damage stated to have been caused by the vessel stranding at Okoshi, Hokkaido, on the 24th July, 1939 and after refloating on the 30th March, 1940 being blown ashore, in the same vicinity, during a typhoon on the 3rd April 1940.

The undersigned left Kobe for Hakodate on September 2nd at 6 a.m. and arrived at Hakodate on September 3rd about 12.30 p.m. in company of Mr. F. Muncaster of Messrs. Rising Sun Petroleum Co. Upon arrival at the Hakodate Dockyard we were informed that the vessel had not yet been slipped, but would be ready for examination on the morning of the 4th. Owing to very bad weather the vessel was not dry on the slipway until 2 p.m. on the 6th September.

For further particulars see Log Books.

The undersigned upon examination,

(P.T.O.)

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—  
"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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COPY

(2)

M.S. "Nonai Maru"

Kobe, 18th September 1940.

HULL DEPARTMENT

FOUND

Stern frame broken, rudder post and sole piece missing.

Rudder main piece broken below coupling flange and rudder missing.

Rudder main piece slightly bent.

Shell Plating, numbered from Aft.

All keel plates, Nos. 1 to 9, inclusive, badly buckled and/or torn.

Shell Plating:- Port Side.

"A" strake:-

Plates Nos. 1,2,3,4,5, 6,7 & 8 badly buckled and/or torn.

No.9 plate slightly indented.

"B" strake:-

No.1 plate buckled.

Plates Nos. 2,3,4,5, & 6 badly buckled and/or torn.

No.7 plate badly buckled.

"C" strake:-

No.2 plate slightly buckled.

Plates Nos. 3,4,5,6 & 7 badly buckled/or torn.

"D" strake:-

No.3 plate slightly indented.

No.4 plate buckled.

Shell Plating, Starboard Side:-

"A" Strake:-

Plates Nos.1 to 9, inclusive, badly buckled and/or torn.

RECOMMENDED

Stern frame to be renewed.

To be renewed.

To be further examined.

To be renewed.

To be renewed.

To be faired in place.

To be removed, faired and refitted.

To be renewed.

To be cropped and partly renewed.

To be faired in place.

To be renewed.

To be faired in place.

To be removed, faired and refitted.

To be renewed.

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(3)

M.S. "NONAI MARU"

Kobe, 18th September 1940.

## FOUND

## RECOMMENDED

Shell Plating, Starboard Side. (Cont.)

### "B" Strake:-

No.1 plate set in.

To be faired in place.

Plates Nos. 2,3,5,6 & 7  
badly buckled and/or torn.

To be renewed.

Plate No.4 buckled.

To be removed, faired & refitted.

### "C" Strake:-

Plate No.3 buckled.

To be removed, faired & refitted.

Plates Nos. 4,5 & 6 badly  
buckled.

To be renewed.

Port and Starboard Bilge keels  
badly buckled and twisted.

To be renewed.

## EQUIPMENT.

It is stated that both bower anchors and several lengths of chain cable have been lost and that the remaining lengths of chain cable were used during salvage operations.

It is recommended that the missing bower anchors and chain cable be renewed and the remaining lengths of chain cable be thoroughly examined and be dealt with as found necessary.

The windlass and capstan are also stated to have been in use during salvage operations and it is recommended they be opened out, examined, and repaired as found necessary.

Owing to all compartments of the vessel having been flooded and not having been cleaned for examination an internal examination of the vessel was not possible, but it was noted that most of the bulkheads were slightly buckled above the shell connections.

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COPY

(4)

M.S. "NONAI MARU"

Kobe, 18th September 1940.

ENGINE DEPARTMENT

FOUND

Solid Bronze Propeller.

All blades damaged at tips and edges.

Sea cocks and valves, grids buckled and broken.

RECOMMENDED

To be repaired or renewed, and Screw shaft to be tested in a lathe for truth.

Sea cocks and valves to be removed, cleaned and thoroughly examined; damaged grids to be renewed.

The engine room having been flooded, it is recommended that all the main and auxiliary machinery be opened up, cleaned, examined and repaired as found necessary.

It is also recommended that all dynamos and motors which have been submerged be cleaned and rewound as found necessary and that all submerged wiring be renewed.

The foregoing recommendations have been made in order to place the vessel in as good condition as before the damage was sustained.

*W. H. L. L.*  
Surveyor to Lloyd's Register.



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