

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office

10 DEC 1929

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

no, not assigned by us

State if Report is sent on the Machinery of the Vessel

yes

Date of completion of report

31st October 1929

Port of

Kobe

No.

6719 & 1/2 No. 2498

Survey held at

Yama

Date First Survey

16.1.29

Last Survey

31st October

1929

On the

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

single screw motorship "NONAI MARU"

(Machinery fitted aft)

State Type

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

Full Scantling

State Type of Erections

Poop + Forecastle

TONNAGE under Tonnage Deck

241.39

CLASS +100 A.1.

State if with freeboard

no

CARRYING PETROLEUM IN BULK'S condition of Class

FEET.

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

L 139

Breadth (greatest moulded)

B 24

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

D 12.25

1st Longitudinal Number (L x D)

10 x 12.25 = 122.5

2nd Numeral L x (B + D)

10 x 36 = 360

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

9'-5 1/2"

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

✓

Do. Long Bridge to top of keel

✓

Draught Moulded

10'-6"

Built at

Yama

Launched

8.6.29

Yard No. 164

Builders

Mitsui Bussan Kaisha

Owners

The Rising Sun Petroleum Co.

Managers

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

Residence

Yokohama

Port of Registry

Yokohama

If surveyed while building, afloat, or in dry dock

Building

REGISTERED DIMENSIONS.

FEET.

Length

139.4

Breadth

24

10.5

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.
MES, Spacing amidships	22		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	22		" " Reversed Frame		
" " in peaks	22		" " Vertical Struts		
FRAMING.			Centre Girder, depth and thickness amidships		
Amidships Angle	4 3 5/16		" " top Angles		
Extends up to	Upper Deck		" " bottom Angles		
IN TANKS			Side Girders, No. each side and thickness		
Frame Amidships Angle	4 3 5/16		Margin Plate depth (excl. of flange) and thickness		
Extends up to	Upper Deck		" " Vertical Angle to Tank side		
Depth of Framing Girder			" " Bracket abaft 1/4 len. from stem		
Angles in Uppermost Continuous 'tween Decks, Angle, [or [" " Vertical Angle to Tank side		
" Second 'tween Decks, Angle, [or [" " Bracket forward 1/4 len. from stem		
" Third " " " "			" " Gussets, spacing and scantling abaft 1/4 len. from stem		
Spacing in Peaks, Angle	4 3 5/16		" " Gussets, spacing and scantling forward 1/4 len. from stem		
Number and Spacing of Rivets through Frame and Shell Plating amidships	8d. 3 1/2"		Tank Side Brackets, height above base line at toe of Frame and thickness		
Is Frame Joggled	no		INNER BOTTOM PLATING.		
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	as per plan 42		Breadth and thickness of Middle Line Strake		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	as per plan 42		Thickness of remainder in Hold		
DOUBLE BOTTOM.			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?		
Keelsons, No. each side	1		BEAMS.		
" thickness of Intercoastal Plate	28		Uppermost Continuous Deck, amidships	4 3 5/16	(1/2 beams)
" Angles	6 1/2 3 1/2 5 1/2		" " in Wall, Angle, [or [
DOUBLE BOTTOM.			" " in way of Bridge, Angle, [or [
Solid Floors, thickness and spacing			Spacing	22	
" " Are Frame and Reversed Frame joggled?			Second Deck, amidships, Angle, [or [
Bracket Floors, breadth and thickness at middle line			Spacing		
" " breadth and thickness at margin plate			Third Deck, amidships, Angle, [or [
			Spacing		
			Fourth Deck, amidships, Angle, [or [
			Spacing		
			Poop Deck, Angle, [or [3 1/4 3 5/16	
			Spacing	22	
			* HARBOUR		
			Bridge Deck, Angle, [or [3 3 5/16	
			* SEE KOBE LETTER 10/4/29		
			Spacing	22	
			Forecastle Deck, Angle, [or [3 1/4 3 5/16	
			Spacing	22	

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.
PILLARS, No. of Rows. <i>1 Port 1 Star 4 L</i>	<i>3 1/2 3 1/2 1/2</i>		Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing.....	<i>every 4" frame</i>		Thickness of Plating abreast Deck openings in way of Wells		
" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds " " "			Thickness of Plating within line of openings...		
" " " " " "			If Sheathed, material and thickness		
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	<i>5x3x2 1/2 x 34 1/2 / 22</i>		Stringer Plate, breadth and thickness.....		
Plating, thickness of	<i>30 - 34</i>		If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	<i>32 38</i>		If Plated, state thickness		
" " " " in way of Bridge			Poop Deck.		
" Angle in Wells	<i>5 5 35</i>		Stringer Plate, breadth and thickness	<i>54 28 24</i>	
Thickness of Plating abreast Deck openings in way of Wells		<i>30</i>	Plating, Sheathing, material and thickness ...	<i>24 O.P. 2 1/2</i>	
Thickness of Plating abreast Deck openings in way of Bridge			Bridge Deck.		
Thickness of Plating within line of openings...			Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness			Plating, Sheathing, material and thickness ...		
HARBOUR Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	<i>30 3 3/8</i>		Stringer Plate, breadth and thickness	<i>45 24</i>	
			Plating, Sheathing, material and thickness ...	<i>24 O.P. 2 1/2</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING. <i>Amidships</i>						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>no</i>		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.	
FLAT PLATE KEEL	<i>38</i>	<i>50</i>	<i>42</i>	<i>42</i>		<i>Double</i>	<i>3/4 3*</i>	<i>Three</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>
" DBLG. (if any)						<i>* SEE LONDON LETTER</i>		<i>OF 22/4/29</i>			
BOTTOM PLATING, No. of Strakes <i>two</i>	<i>57 1/2</i>	<i>32</i>	<i>28 1/2</i>	<i>28</i>		<i>Double</i>	<i>5/8 2 1/4</i>	<i>Two</i>	<i>5/8</i>	<i>2 1/4</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes <i>one</i>	<i>57</i>	<i>32</i>	<i>28</i>	<i>32</i>		"	<i>2 1/4</i>	"	"	"	"
SIDE PLATING, No. of Strakes <i>one</i>	<i>55</i>	<i>32</i>	<i>28</i>	<i>28</i>		"	<i>2 1/4</i>	"	"	"	"
UPPER DECK, Sheer-strake in Wells.....	<i>6 1/2</i>	<i>1/2</i>	<i>28</i>	<i>28</i>	<i>7/16" D. AT BREAK OF FORECASTLE</i>	"	<i>3/4 3*</i>	<i>Three</i>	<i>3/4</i>	<i>2 5/8</i>	"
UPPER DECK, Sheer-strake in Bridge ...						<i>* SEE LONDON LETTER</i>		<i>OF 22/4/29</i>			
STRAKE BELOW Sheer-strake in Wells.....											
STRAKE BELOW Sheer-strake in Bridge ...				<i>24</i>		<i>Single</i>	<i>5/8 2 1/2</i>	<i>one</i>	<i>5/8</i>	<i>2 1/4</i>	<i>Lapped</i>
POOP SIDE PLATING											
BRIDGE SIDE PLATING ...						<i>Single</i>	<i>5/8 2 1/2</i>	<i>one</i>	<i>5/8</i>	<i>2 1/4</i>	<i>Lapped</i>
FORECASTLE SIDE PLATING			<i>24</i>								

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—						
Extending to Upper Deck (Sec. 3 c)		nine				
,, Deck next below						
As per Rule		two				
		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings	Spacing.
MIDSHIP BULKHEAD, Upper tween decks						
,, Second ,,						
,, Third ,,						
,, HOLD TANKS		34/30	5x3x 2 1/2 x 3 1/2 Z	24	/	✓
,, (in Hold)		"	4x3x 5/16 L	24	/	✓
COLLISION						
AFTER PEAK		56/28	5x4x 1/2	24	/	✓ (see letter)

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	<i>Forging</i>	<i>5 3/4 x 1 1/8</i>	<i>M.B.H.</i>	
STERN FRAME {	<i>Casting</i>	<i>6 1/4 x 2 3/4</i>	<i>Kobe Steel</i>	
	"	<i>4 x 2 3/4</i>	<i>Works</i>	
RUDDER—A x D	<i>19.7</i>			
Speed of Vessel.....	<i>Under 9 1/4 knots</i>			
RUDDER mainpiece at head ...	<i>Forging</i>	<i>5"</i>	<i>Kobe Steel</i>	
" " heel ...	"	<i>3 3/4"</i>	<i>Works</i>	
" how constructed	<i>built</i>	<i>3 arms</i>		
" double or single plate	<i>single</i>			
" coupling, vertical or horizontal.....	<i>horizontal</i>			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth*
Asano Shipbuilding Co. Imperial Steel Works. Nippon Kokwan Kabushiki Kaisha
Abnahrine Verzeichniss
 Has the Steel been tested as required by the Rules? *Yes*

18 DEC 1929

EQUIPMENT No. 5375 LETTER e ANCHORS. 2B 1S

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.				
961	1st Bower ...	8	3	15	-	-	-	11	2	2	0	8 1/4	Hall's Stockless	Myrakami	Osaka 28.3.29 Y.J.
962	2nd " ...	8	3	19	-	-	-	11	2	2	0	8 1/4	"	Iron Works	" " "
	3rd " ...														
	Collective weight.	14	3	6	-	-	-					16 1/4			
960	Stream	3	0	17	-	3	11	5	14	1	14	2 3/4	Ordinary type	"	" " "

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.	Stations.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
1621	166 1/2	1 5/16	15.8	23.7	83.1	8	165	1 5/16	Shd. link	Nippon Mach. Chain Works	Osaka 6.4.29 Y.J.	1830 TOWLINE	75	2 1/2	24.9	75	2 1/2
												HAWSERS & WARPS	90	5		90	5
1830	60	2 1/2		25.2				45	2 1/4								

Steering Gear, Steam one Lemma 12' x 4'-6" x 1'-6"
Boats two 22' x 6' x 2'-6"
FORE
Ceiling in Hold, thickness and material 2 1/2" O.P.
Cargo Hatchways. (Upper Deck) HARBOUR Frank Side plating 28" thk. Thickness of Hatches Steel Covers 3/8" thk.
CASE OIL HOLD TWO TANKS (P4S) TWO TANKS (P4S) TWO TANKS (P4S)
Size of No. 1 Hatchway (Forward) 4'-8" x 5'-6" No. 2 two 2'-6" x 3'-6" No. 3 two 2'-6" x 3'-6" No. 4 two 2'-6" x 3'-6" No. 5 No. 6
Number of Shifting Beams and/or Fore and Afters

Steering Gear, Hand Mitsui Bussan Kaisha Type
Cent No 1614 & 1622
3" dia. Osaka Y.J. March 29 Windlass Osaka Iron Works

Builder's Signature S. Suzuki

GENERAL DECLARATION This vessel has been built under Special Survey in accordance with the Rules & approved & amended plans (see under "General Remarks" etc.)
Decks & bulkheads have been tested as per Rule & found satisfactory.
The materials & workmanship are good.
Cargo Oil Tanks & fuel oil tanks tested as per Rule & found tight.
In our opinion this vessel is now entitled to the notation, "pt. cem"
"Lloyds A & C.P.", "Electric Light" and "Machy. aft." in the Register's Book.

The amount of Entry Fee ¥ 30 :-
Special Survey Fee.... ¥ 853 :-
Travelling Expenses, if any + cablegrams ¥ 544 : 88
State whether the Vessel has been built under Special Survey

Fees applied for, Nov 1st 1929
Received by me, Nov 5th 1929
Receipt 35888 in Cableg. paid 3/2/29

I am of opinion the Vessel should be Classed + 100 A.I.
CARRYING PETROLEUM IN BULK
"COASTING SERVICE JAPAN"
Signature H.F. Cox, Ld. Member and self Clive Bell
Surveyor to Lloyd's Register of Shipping.

Hull Kbe
Certificate to be sent to Ams
Date of issue 21/2/30

Committee's Minute FRI. 21 FEB 1930
Character assigned + 100A1
Carryg. petroleum in bulk
Coasting Service Japan
+ L.M.C. 10.29 C.L.
Oil Eng.

Write up. Lloyd's A & C.P. M.Y.

The Surveyors are requested not to write on or below the Committee's Minute.

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.)

Alterations from originally approved plans:—

Bulkheads:— all O.T. Bulkheads in Cargo Tanks electrically welded at Seams & butts except bulkhead at frame 55 see London letter of 22/4/29 & previous correspondence.

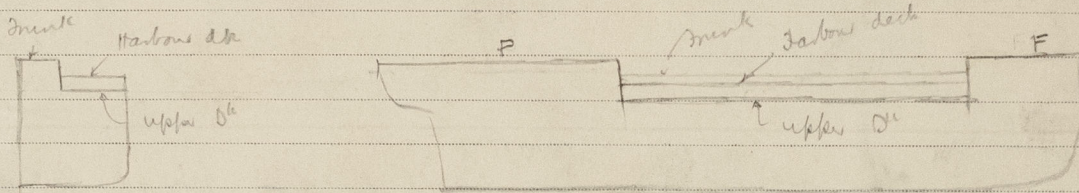
Additional bulkhead constructed at frame 37 see Kobe letter of 13/9/29

Decks:— additional harbour deck constructed see Kobe letter of 10/4/29

Tanks:— additional cargo oil tank constructed under fore hold see Kobe letter of 13/9/29

Plans as built now forwarded:— Midship Section, Construction Profile, Bulkheads, Shell Expansion.

Copies of casting & forging certificates & advice note attached.



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

1st Bower	5.2.17	Y.J.	961	28.3.29
2nd "	5.2.23	Y.J.	962	28.3.29
3rd "				

57 (see letter)

(31)

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 214 ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 122 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated Yes

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 DK. STL.

Official No. 34442; Signal Letters TSHD

Is bottom of Vessel coated with cement no if not give particulars of composition except fore & after peak tanks

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	.		Fore peak tank,	S.W. 13.1	8.45
Double bottom, under Engines and Boilers,	.		After peak tank,	F.W. 7.3	5.1
Double bottom, if under Engines only,	.		Deep tank, aft,	.	
Double bottom, if under Boilers only,	.		Deep tank, forward,	.	
Double bottom, forward,	.		Other tanks, if fitted, <u>Ballast Tank</u> S.W. 9.15	14.75	

Total capacity of double bottom

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

Order for Special Survey No. 31

Date 30.11.28

Dates of Surveys held while building

1929 Jan. 16, 22, Feb. 2, 7, 13, 20, 25 Mar. 6, 12, 20, 26 Apr. 1, 11, 12, 15, 16, 23 May 3, 8, 14
16, 17, 21, 24, 28, 29, 30, 31 June 3, 4, 5, 13, 8, 20, 24, 26 July 1, 9, 18, 25, 26
Aug. 2, 6, 16 Sept. 4, 27 Oct. 1, 7, 8, 10, 28

Total No. of Visits 52