

STEEL STEAMER OR MOTORSHIP.

Received at London Office

21 JAN 1957

State if Report has been sent on the Freeboard of the Vessel NoState if Report is sent on the Machinery of the Vessel YesDate of completion of report 7th January 1957 Port of Yokohama No. 2151Survey held at Yokohama Date First Survey 2nd February 1956 Last Survey 10th December 1956On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw Motor Vessel "GEORGIA MARU" Machinery AmidshipsState Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections ForecastleNAGE under
Nnage Deck ...of space or spaces
between Tonnage Dk.
and Upper Dk.s Tonnage 7662.04ster Tonnage 4407.12MOULDED
REGISTERED DIMENSIONS.

FEET

th 419.95'dth 60.37'h 37.40'CLASS 100A1State if with freeboard
as condition of Class NoLength from fore part of stem to after part of stern
post on summer L.W.L. See Sec. 3 (1a) 419.95'
(128,000 M)Breadth (greatest moulded) 60.37'
(18,400 M)Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c) 37.40'
(11,400 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 con-
tinuous deck to top of keel =Do. Long Bridge to
top of keel =Draught Moulded (Summer) 28.11'
(8,570 M)Built at YokohamaLaunched 20th September 1956 Yard No. 815Builders Yokohama Shipyard & Engine Works,
Mitsubishi Nippon Heavy Indust. Ltd.Owners Mitsubishi Shipping Co. Ltd.Managers
(Where necessary to be entered in Reg. Book)

Residence

Port of Registry TokyoIf surveyed while building, afloat, and in dry dockYes Undocked 29.10.56.

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	806		Bracket Floors, Frame	Longitudinal Framing	See
" " from $\frac{1}{2}$ length amidships to Collision bulkhead	685		" " Reversed Frame	-do-	Longitudinal Framing
" " in peaks	610		" " Vertical Struts	-do-	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	1135 x 13.5	
Frame Amidships, Angle, <u>E or F</u> I.O.A.	345 x 100 x 10.5 x 16		" " top Angles	Welded direct	
" " Extends up to	2 nd Deck		" " bottom Angles	Welded direct	
Reversed Frame Amidships, Angle	None		Side Girders, No. each side and thickness	One, 9.5	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	9.5 x 13	
Depth of Framing Girder	345		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	Welded direct	
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E or F</u> I.O.A.	200 x 90 x 8 x 13.5		" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	-do-	
" " Second 'tween Decks, Angle, <u>E or F</u>			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	Every Frame x 12.	
" " Third " " " "			" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	-do-	
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	380 x 160 x 10.5 x 16		Tank Side Brackets, height above base line at toe of Frame and thickness	2200 x 12	
" " in Peaks, Angle <u>E or F</u> B.P.	230 x 11		INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	Welded		Breadth and thickness of Middle Line Strake	1325 x 13	
State if Frame Joggled	No.		Thickness of remainder in Holds	11.5	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes		Are Rule requirements complied with regard- ing 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.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, <u>E or F</u>	See Long Framing	
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, <u>E or F</u>		
Height of Brackets at side above base line at toe of frame			Spacing	200 x 90 x 8 x 13.5 I.A.	
Middle Line Keelson, on Floors, Angles, <u>E or F</u>			Second Deck, amidships, Angle, <u>E or F</u> B.P.	250 x 12	
" " Through Plate or Inter- costal Plate			Spacing	Every Frame	
" " Foundation Plate on Floors			Third Deck, amidships, Angle, <u>E or F</u>		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, <u>E or F</u>		
" " thickness of Intercostal Plate			Spacing		
" " Angles			Poop Deck, Angle, <u>E or F</u>		
" " "			Spacing		
DOUBLE BOTTOM.			Bridge Deck, Angle, <u>E or F</u>		
Solid Floors, thickness and spacing	11.50 x 24.00 M		Spacing		
" " Are Frame and Reversed Frame joggled?	None		Forecastle Deck, Angle, <u>E or F</u> B.P.	200 x 10	
Bracket Floors, breadth and thickness at middle line	825 x 10.5		Spacing	Every Frame	
" " breadth and thickness at margin plate	825 x 10.5				

PILLARS AND DECKS.

		mm. Notes IN SHIP.	Any Departure from Approved Plans to be Noted.			mm. Notes IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	One			Stringer Plate, breadth and thickness in way of Bridge	325 x 15 (check plate) 2100 x 11.5		
„ in 'tween Decks, Size and Spacing	Row			Thickness of Plating abreast Deck openings in way of Wells	9 to 14		
„ „ „ „ „	✓ Widely Spaced			Thickness of Plating abreast Deck openings in way of Bridge.....	9, 11.5 & 12.5		
„ in Holds „ „ „	as			Thickness of Plating within line of openings...	✓ 7.5 & 9.5		
„ „ „ „ „	Approved			If Sheathed, material and thickness.....	✓ Not sheathed		
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing	Partial l.o.A.	✓ 100 x 75 x 7	spaced	Stringer Plate, breadth and thickness.....	✓		
Plating, thickness of	✓ 7.5 & 6.5			If Plated, state thickness	✓		
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....	✓		
Stringer Plate, breadth and thickness in Wells	✓ 2100 x 21.5		P. 403.	If Plated, state thickness.....	✓		
„ „ „ „ in way of Bridge	✓ 2100 x 21.5		P. 403	Poop Deck.			
„ Angle in Wells	✓ 180 x 180 x 25			Stringer Plate, breadth and thickness.....	✓		
Thickness of Plating abreast Deck openings in way of Wells	✓ 21.5			Plating, Sheathing, material and thickness ...	✓		
Thickness of Plating abreast Deck openings in way of Bridge.....	✓ 17.5			Bridge Deck.			
Thickness of Plating within line of openings...	✓ 9			Stringer Plate, breadth and thickness.....	✓		
If Sheathed, material and thickness.....	✓ Not sheathed			Plating, Sheathing, material and thickness ...	✓		
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells	✓ 2100 x 9 325 x 13 (check plate)			Stringer Plate, breadth and thickness.....	✓ Various x 8		
				Plating, Sheathing, material and thickness...	✓ 8, Not sheathed.		

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled? No.	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.	
	Inches. mm.	Inches. mm.	Inches. mm.	Inches. mm.			Inches. mm.	Inches. mm.		Inches.	Inches.	
Flat Plate Keel.....	✓ 13.5	✓ 21	✓ 21	✓ 21		✓ Double	✓ 22	✓ 99				
„ Dblg. (if any)	✓	✓	✓	✓		✓	✓	✓				
Bottom Plating, No. of	✓	✓ 16	✓ 16	✓ 12		✓ welded	✓	✓				
Strakes 3.....	✓	✓ 16	✓ 16	✓ 12		✓ -do-	✓	✓				
Bilge Plating, No. of	✓	✓ 16.5	✓ 16	✓ 12		✓ welded	✓	✓				
Strakes 2.....	✓	✓ 16.5	✓ 16	✓ 12		✓ Double	✓ 22	✓ 99				
Side Plating, No. of	✓	✓ 16.5	✓ 11.5	✓ 12		✓ welded	✓	✓				
Strakes 4.....	✓	✓ 16.5	✓ 11.5	✓ 12		✓ -do-	✓	✓				
Upper Deck, Sheer-	✓ 15.45	✓ 20.5	✓ 11.5	✓ 13		✓ Double	✓ 22	✓ 99				
strake in Wells.....						✓ Double	✓ 22	✓ 99				
Upper Deck, Sheer-	✓ 15.45	✓ 20.5	✓	✓								
strake in Bridge ...												
Strake below Sheer-	✓	✓ 16.5	✓ 11.5	✓ 12		✓ Welded	✓	✓				
strake in Wells.....												
Strake below Sheer-	✓	✓ 16.5	✓	✓		✓ Welded	✓	✓				
strake in Bridge ...												
Poop Side Plating.....	✓	✓	✓	✓								
Bridge Side Plating.....	✓	✓	✓	✓								
Forecastle Side Plating	✓	✓	✓ 10.5	✓		✓ Welded	✓	✓				

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 7

„ Deck next below 1

As per Rule 7

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Note
KEEL, Bar	✓ None			
STEM	✓ Fashioned as steel plate	✓ approved.		
STERN FRAME	✓ Propeller Post	✓ c.s.	✓ as approved	Sumitomo Iron Works.
	✓ Rudder	✓ None		
Speed of Vessel	✓ 14.25	✓ knots		
RUDDER	✓ Type	✓ Balanced Reaction Type.		
"	✓ X Total area	✓ 175.893 sq. ft.		
"	✓ Diam. of head	✓ 280 ^{mm}		
"	✓ Mainpiece at top pintle	✓ c.s. } as	✓ Sumitomo	
"	" heel	✓ c.s. } approved	✓ Iron Works.	
"	✓ how constructed	✓ Welded		
"	✓ double or single plate coupling, vertical or horizontal	✓ Double plate		
"	✓	✓ Horizontal		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Boule Open Hearth*
Messrs. Nippon Kokan K.K., Tsurumi Works; Nippon Kokan K.K., Kawasaki Works. &
Yawata Iron & Steel Works.

Has the Steel been tested as required by the Rules? *Yes, ✓*

V. "GEORGIA MARU"

ng of { Amidships
udinal {
mes { At Ends

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.

+ LMC 12,36 (with time)

EQUIPMENT No. 41993.

LETTER - b1

ANCHORS.

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.				
Y-8676	1st Bower	71	2	14	270	15	0	0	54	15	0	6 1/2	Latest Improved Hall's Type, c.s. Head	Tokyo Steel Casting Co.	Tokyo 7.8.56. K. NAKANO
Y-8677	2nd "	71	2	14	do	15	0	0	54	15	0	do.	- do -	- do -	- do -
Y-8678	3rd "	71	0	4	do	15	0	0	54	15	0	do.	- do -	- do -	Tokyo 10.8.56. R. TANEDA
	Collective weight														
	Stream														

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.
cc-33183	310.81	2 1/8	107.1	149.9	712-0-14	637.5		306	2 1/8	Special c.s. stud link	Komatsu Mfg. Co. Ltd.	Komatsu 31.5.56. M. MATSUMOTO. M. SUGIHARA	Y-9173	132	5 (6x24)	75.0	120	5 (6x24)
													TOWLINE					
													HAWSERS & WARPS	18.5M	6.5mm	30,950	100	7
													M-34731	185"	65"	30,200	100	7
														185"	65"	30,650	100	7
														185"	65"	29,800	100	7
																(Fibre rope)		(Fibre rope)
Iron Stream Chain or Steel Wire																		

Steering Gear, Type (Power or hand) Electric HydraulicAlternative Means of Steering One Pump.ns (Size and Test) NoneWindlass SteamHand propelled 8'50" x 26'80" x 11'00"
and Life Boat 8'500" x 26'80" x 11'00"
Boats 5-3 personslds, thickness and material 65mm Soft wood (close) on battens.Cargo Battens, thickness, material and spacing 50 x 230 mmways.-(Upper Deck) Steel Coamings adequately supported.Thickness of Hatches Steel Pontoon 8mm thick
Wood Covers 70mm thickways No. 1 (Fwd.) 8220 x 6000 No. 2 12000 x 7000 No. 3 112000 x 7000 No. 4 12000 x 7000 No. 5 10400 x 7000 No. 6 Lifting Beams } Pontoon Type 7 7 7 Pontoon Type.
and Afters }

Builder's Signature

Chief engineer of Yokohama Shipyard & Engine Works.

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 motorship
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 stated, together with the flash point (where required to be inserted in the Notation).

The vessel has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's
plans and arrangements of the ship are as given in the report and as shown and amended on the
plans now forwarded. All modifications or additions to the original approved arrangements made
in construction have been indicated on the plans and have been approved as being in accordance with, or by
equivalent to, the Rule requirements. The plans of midship section and profile and decks showing the
vessel built, now forwarded herewith, have been checked with the approved arrangements and found in order.
The quality of the materials and workmanship are good. The ship is designed to carry fresh water or water ballast in
after peak tanks and fresh water only in No. 7 double bottom tank and boiler feed water tank in No. 4 double bottom
fuel only in No. 5 double bottom tank, oil fuel or water ballast in Nos. 1, 2, 3 & 6 double bottom tanks & tank in way
of the tunnel and dry cargo or water ballast in the midship deep tanks. The peak tanks, deep tanks, tanks in way of the tunnel,
and double bottom tanks have been pressure tested and decks, bulkheads, shaft tunnel & water tight doors have been hose
tested in accordance with the Rules. Steering gears & windlass have been tested under working condition & found satisfactory.

The amount of Entry Fee, as per Fee Scale	¥ 1,803,000	Fees applied for,
	Less Spl. Rebate ¥ 601,000	
Special Survey Fee	¥ 1,202,000	Received by me,
Travelling Expenses, if any	¥ 15,000	

(Special notations, where part of class, to be stated.)

We are
of opinion the Vessel should be Classed + 100A1
Longitudinal Framing at Bottom and at Deck.

State whether the Vessel has been built under Special Survey YesSignature Shigep. Nakano
Surveyor to Lloyd's Register of Shipping.Certificate to be sent to Yka. Date of issue 16/3/57Committee's Minute TUESDAY 12 FEB 1957Character assigned +100 A1
10,56 Yka

LACP.

+LMC 12,56

TSCL.

Wm Yka.

2 DB 142 db.

NOTED FOR POSTING

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Lloyd's Register
Foundation

0061313

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 are forwarded herewith.

"As Built"
Midship Section
General Construction Sheet 1 & 2.
Stern frame & Rudder.
Shell expansion & Framing

"As Approved"
Midship Section
General construction

W.T. & O.T. Bulkhead. Sheet. 1, 2 & 3.

Note: Location of P403 materials have been indicated on the General construction plan sht. 2 and shell expansion & framing plan.

The following parts of the vessel have been constructed of material in accordance with P403 of Rules, viz: Upper deck plating outside line of openings from Frame 47½ - 120½ except within midship deckhouse from Frame Nos. 60¾ - 72, Hatch corners of upper deck at Nos. 2, 3 & 4 hatches and corners of machinery openings and sheer strake plating (P&S) from Frame Nos. 50½ - 115¾.

The following forging & casting certificates (copy) are forwarded herewith, viz:- Rudder frames (upper and lower), stern frame, Rudder stock, Rudder pintles & tiller.

The vessel is also classed with Nippon Kaigi Kyokai and freeboards have been assigned by the Japanese Government, viz:- 2852 mm to top of steel upper deck (summer). The partial flush deck correction has not been considered by the Japanese Government when assigning these freeboards.

This vessel is a sister ship to the same Builders Hull Nos. 802 & 807 named M.V. "VIRGINIA MARU" & M.V. "YOWA MARU" respectively.

PARTICULARS OF ELECTRIC WELDING (if employed) All parts electrically welded except the followings which are rivetted:- Upper and lower seams of sheer strake, both seams of keel plating, outboard seams of upper deck stringer plate, upper deck stringer angle, upper & lower seams of Bilge strake, Bridge front casing boundary bar at upper deck & at after corners of bridge deck house, machinery casing boundary bar to upper & bridge deck and stern frame to shell plating.

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

Longitudinal Framing at Bottom and at Deck, Part Elect. welded, E.S.D., D.F., Gyro C., Lloyd's A & Cp.

RADAR Equipment (State if fitted) Yes.

State Type or Pattern No. Decca-12

State } Maker Decca Radar Ltd.
Name } and/or
of } Supplier

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

1st Bower	✓ 46 cwts - 2 qrs - 26 ^{lbs}	D.O.	Y-8673	30.7.56.
2nd "	✓ 46 " - 3 " - 20 "	D.O.	Y-8674	30.7.56.
3rd "	✓ 46 " - 2 " - 5 "	K.N.	Y-8675	7.8.56.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ 39.9 ft.

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

Official No. 75653. Rise of Floor Signal Letters 35/32 Extreme Breadth over Belting 60.6 Over-all Length 449.53' (Circ. 1811) (Circ. 1703)

No. and Material of Decks Two decks - Steel

Parts of Bottom of Vessel coated with cement or approved composition ☒

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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, Frs 49-61		✓ 154.4	Fore peak tank,		✓ 99.1
Double bottom, under Engines and Boilers,			After peak tank,		✓ 140.6
Double bottom, if under Engines only,			Deep tank, aft, Frs 61-68		✓ 287.3
Double bottom, if under Boilers only,			Deep tank, forward, Frs 84-95		✓ 1,226.4
Double bottom, forward, Frs. 84-158		772.9	Other tanks, if fitted, Frs 6-aft.		✓ 35.1
Total length (if continuous) and Capacity		✓ 927.3	(If necessary furnish further information by sketch.)		✓ 256.1

Order for Special Survey No.

Date

Dates of Surveys held while building

L.D.P.:- 1956 May. 18 Jun. 4, 12, 15, 18, 30, Aug. 6, 13, 15, 17, 20, 23, 25, 30. Sept. 1, 3, 4, 5, 6, 7, 10, 12, 14, 18, 24, 26, 27. Oct. 1, 4, 6, 9, 11, 22, 24, 25, 26, Dec. 1.
A.S.M.:- 1956 Aug. 21, 29, Sept. 5, 13, 15. Nov. 28.
W.A.:- 1956 Dec. 4. R.T.:- 1956 Sept. 1.
K.N.:- 1956 Feb. 2. Dec. 10.

Total No. of Visits 48