

STEEL STEAMER OR MOTORSHIP.

3-AUG 1954

Received at London Office

State if Report has been sent on the Freeboard of the Vessel No.State if Report is sent on the Machinery of the Vessel YESDate of completion of report 10th July 1954 Port of YOKOHAMA No. 1457Survey held at YOKOSUKA Date First Survey 16th OCTOBER 1953 Last Survey 30th JUNE 1954On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) STEEL SINGLE SCREW MOTORSHIP "TAMON MARU"State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections Pass. Bldg. & FöckeTONNAGE under Tonnage Deck 6726.64CLASS +100A1.State if with freeboard as condition of Class NoBuilt at YOKOSUKADo. 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) 452.76' (138.00 M.)Launched 17th APRIL 1954 Yard No. 655Breadth (greatest moulded) 61.68' (18.80 M.)Builders MESSRS URAGA DOCK CO LTD.Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 35.11' (10.70 M.)Owners MESSRS HACHIUMA KISEN K.K.1st Longitudinal Number (L x D) ✓Managers ✓
(Where necessary to be entered in Reg. Book)2nd Numeral L x (B + D) ✓Residence ✓Framing Depth "d," at middle of length. See Sec. 3 (1d) ✓Proportions—Depth to Length—Uppermost continuous deck to top of keel ✓Port of Registry NISHINOMIYADo. Long Bridge to top of keel ✓

If surveyed while building, afloat, or in dry dock

Draught Moulded (SUMMER) 27.87' ✓YES. UNDOCKED 4.6.54.

REGISTERED DIMENSIONS.

FEET

460.3161.6835.11.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.		IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	720	✓	Bracket Floors, Frame <u>INV. O.A.</u>	150 x 90 x 12	✓
FR. 154-181	685	✓	Reversed Frame <u>INV. O.A.</u>	150 x 90 x 9	✓
from 1/2 length amidships to Collision bulkhead.....	610	✓	Vertical Struts <u>BA.</u>	200 x 90 x 10	✓
in peaks.....	610	✓	Centre Girder, depth and thickness amidships	200 x 13.5	✓
DE FRAMING.			top Angles.....	Welded direct	✓
Frame Amidships, Angle, <u>✓</u>	300 x 90 x 10.5 CUT FROM CH.	✓	bottom Angles.....	Welded direct	✓
Extends up to.....	2 nd deck	✓	Side Girders, No. each side and thickness.....	TWO 9.5	✓
Reversed Frame Amidships, Angle.....	✓	✓	Margin Plate depth (excl. of flange) and thickness.....	1100 x 13	✓
Extends up to.....	✓	✓	Vertical Angle to Tank side Bracket abaft 1/2 len. from stem.....	Welded direct	✓
Depth of Framing Girder.....	300	✓	Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area.....	Welded direct	✓
Frames in Uppermost Continuous 'tween Decks, Angle, <u>✓</u> B.P.	230 x 11 B.P.	✓	Gussets, spacing and scantling abaft 1/2 len. from stem.....	450 x 11.50	✓
Second 'tween Decks, Angle, [or]	✓	✓	Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area.....	450 x 12.	✓
Third " " " "	340 x 100 x 10.5 cut from chl.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	1900 x 11.5	✓
from 1/2 len. for'd. to 15% len. from Stem	380 x 100 x 13.5 cut from chl.	✓	INNER BOTTOM PLATING.		
in Peaks, Angle <u>✓</u> B.P.	230 x 11 B.P.	✓	Breadth and thickness of Middle Line Strake.....	1400 x 13	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships.....	Welded	✓	Thickness of remainder in Holds.....	11	✓
State if Frame Joggled.....	No.	✓	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?.....	Yes.	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?.....	Yes.	✓	BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?.....	Yes.	✓	Uppermost Continuous Deck, amidships in Wells, Angle <u>✓</u> B.P.	230 x 11 B.P.	✓
DOUBLE BOTTOM.			AND, in way of Bridge, Angle <u>✓</u>	do	✓
Floors, Depth and thickness at mid-line in Holds.....	10.5	✓	Spacing.....	Every frame	✓
Height of Brackets at side above base line at toe of frame.....	REV FR - No	✓	Second Deck, amidships, Angle, [or]	250 x 90 x 9 1/3 cut from chl.	✓
Middle Line Keelson, on Floors, Angles, [or]	No FRAME.	✓	Spacing.....	Every frame	✓
Through Plate or Inter-costal Plate.....	1050 x 10.50	✓	Third Deck, amidships, Angle, [or]		
Foundation Plate on Floors.....	1150 x 10.50	✓	Spacing.....		
Flat Plate Keel Angles			Fourth Deck, amidships, Angle, [or]		
Side Keelsons, No. each side.....			Spacing.....		
thickness of Inter-costal Plate.....			Poop Deck, Angle, <u>✓</u> INV.	150 x 90 x 9	✓
Angles.....			Spacing.....	Every frame	✓
BRIDGE DECK, Angle, [or]			Bridge Deck, Angle, [or]	200 x 90 x 13.5 cut from chl.	✓
Spacing.....			Spacing.....	Every frame	✓
Forecastle Deck, Angle, <u>✓</u> INV.			Forecastle Deck, Angle, <u>✓</u> INV.	150 x 90 x 12	✓
Spacing.....			Spacing.....	Every frame	✓

PILLARS AND DECKS.

	<i>infms.</i> IN SHIP.	Any Departure from Approved Plans to be Noted.	<i>infms.</i> IN IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	<i>Two</i>			
" in 'tween Decks, Size and Spacing	<i>Rows</i>			
" " " " "	<i>widely</i>			
" in Holds " " "	<i>Spaced</i>			
" " " " "	<i>as approved</i>	✓		
Centre Line Bulkhead. Stiffeners and Spacing	<i>None</i>	✓		
Plating, thickness of	✓	✓		
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	<i>1800 x 27</i>	<i>34 at break</i>		
" " " " in way of Bridge	<i>1800 x 10 to 16</i>	✓		
" Angle in Wells	<i>200 x 200 x 25</i> <i>180 x 180 x 25</i> <i>150 x 150 x 19</i> <i>130 x 130 x 15</i> <i>90 x 90 x 13</i> <i>24 to 11</i>	✓ ✓ ✓ ✓ ✓		
Thickness of Plating abreast Deck openings in way of Wells		✓		
Thickness of Plating abreast Deck openings in way of Bridge.....	<i>16 to 9.5</i>	✓		
Thickness of Plating within line of openings...	<i>14 & 7.5</i>	✓		
If Sheathed, material and thickness.....	<i>Not Sheathed</i>	✓		
Second Deck.				
Stringer Plate, breadth and thickness in Wells	<i>1500 x 10</i>	✓		
Stringer Plate, breadth and thickness in way of Bridge	<i>1500 x 7.5</i>	✓		
Thickness of Plating abreast Deck openings in way of Wells	<i>13 to 8</i>	✓		
Thickness of Plating abreast Deck openings in way of Bridge.....	<i>12 to 7.5</i>	✓		
Thickness of Plating within line of openings...	<i>9 & 7.5</i>	✓		
If Sheathed, material and thickness.....	<i>Not Sheathed</i>	✓		
Third Deck.				
Stringer Plate, breadth and thickness.....	/			
If Plated, state thickness	/			
Fourth Deck.				
Stringer Plate, breadth and thickness.....	/			
If Plated, state thickness.....	/			
Poop Deck.				
Stringer Plate, breadth and thickness.....	<i>Varying 7.5</i>	✓		
Plating, Sheathing, material and thickness ...	<i>7.5 Not Sheathed</i>	✓		
Bridge Deck.				
Stringer Plate, breadth and thickness.....	<i>1800 x 18</i>	✓		
Plating, Sheathing, material and thickness ...	<i>17.5-16.5 Not Sheathed</i>			
Forecastle Deck.				
Stringer Plate, breadth and thickness.....	<i>Varying 8</i>	✓		
Plating, Sheathing, material and thickness...	<i>12-8 Not Sheathed</i>			

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Width.	Thickness.	Thickness.	Thickness.				Diam.	Spacing.		Diam.	Spacing cr. to cr.	
Flat Plate Keel.....	1400	22	22	22	✓	Double	25	112	90				
„ Dblg. (if any)	✓	✓	✓	✓		Double	22	99	80				
Bottom Plating, No. of Strakes ... 4	✓	17.5	20.5	14	✓	„	„	„					
Bilge Plating, No. of Strakes ... 2	✓	17.5	12	16	✓	„	„	„					
Side Plating, No. of Strakes ... 3	✓	15.5	12	16	✓	Welded	✓	✓					
Upper Deck, Sheer-strake in Wells.....	✓	✓	23-17	20-14	✓	Double	25	112	90				
Upper Deck, Sheer-strake in Bridge ...	2000	15.5	✓	✓	✓	Welded	✓	✓					
Strake below Sheer-strake in Wells.....	✓	✓	16-18	14.5-13	✓	Double	25	112	90				
Strake below Sheer-strake in Bridge ...	✓	15.5	✓	✓	✓	Double	22	99	80				
Poop Side Plating... M	✓	✓	✓	10	13 at break ✓	Welded	✓	✓					
Bridge Side Plating... M	✓	18.5	✓	✓	22 at break aft. ✓ 23 " " Forward ✓	Welded	✓	✓					
Forecastle Side Plating	✓	✓	11	✓	13 at break. ✓	Welded	✓	✓					

Electrically welded.

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c).....7

„ Deck next below.....8

As per Rule.....7

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	None			
STEM	CS	as per plan	Uraga Dock Co. Ltd. Japan Steel Works. Niigata	
STERN FRAME { Propeller Post	CS			
{ Rudder				
Speed of Vessel	15.25 Knts.			
RUDDER—Type	Balanced Type.			
" A X D. Total Area	17.93 m ² .		Japan Steel Works. Niigata	
" Diam. of head	F.S. 275 mm			
" Mainpiece at top pintle	CS	as per plan	Uraga Dock Co. Ltd.	
" " heel	CS			
" how constructed	Electrically welded			
" double or single plate coupling, vertical or horizontal	Double			
	Horizontal			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Basic Open Hearth*
Messrs Nippon Steel Tube Co., Fuji Iron & Steel Co. + Yawata Iron & Steel
Co., & Japan Steelworks.

Has the Steel been tested as required by the Rules? Yes.

EQUIPMENT No. 46371										LETTER LT		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.			
Y5464	1st Bower	77	2	25	Stockless	57	13	0	0		77 1/3	Improved Hall's Patent Steel Type (CS Head) Casing 6000	— do —	TSCPH. 12.4.54 T. NORMURA.
Y5465	2nd "	77	2	25	— do —	57	13	0	0		77 1/3	— do —	— do —	TSCPH. 12.4.54 T. NORMURA.
Y5466	3rd "	77	1	20	— do —	57	13	0	0		77 1/3	— do —	— do —	TSCPH. 12.4.54 T. NORMURA.
	Collective weight	232	3	14							232	Admiralty Pat. CS. Stock	— do —	TSCPH. 4.5.54 T. NORMURA.
Y5467	Stream	23	3	18	6-1-27	23	18	0	0		23 1/2			

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.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.	
CC 18133	306.5	2 1/4	1200	68	812-3-2	717.5		300	2 1/4	Stud Osaka Chain	Kobe 22.2.54	M. MATSUMOTO	M18868	245	140	95.0	130	6 1/2	
										Shinko Navy Man. Co.			TOWLINE						
													M18729	190	65		100	8	
													HAWSERS & WARPS	190	65	Manila	100	8	
														190	65	Rope	100	8	
M18868	M.	230	127	79.2				120	4 3/4	FSNR. ROPE MANUF. CO. LTD.	TOYO WIRE	IZUMI-SANO 22.4.54.		190	65		100	8	
	Stream Chain or Steel Wire	(6x24)						(6x24)											

Steering Gear, Type (Power or hand) Hydro-Electric (Heleshaw Type) Alternative Means of Steering Manual.

ing Chains (Size and Test) None. Windlass Steam Windlass Boats 60 Persons.

ing in Holds, thickness and material 65 mpm Soft. wood. Cargo Battens, thickness, material and spacing 50 mpm Thick Soft wood 230 mpm spaced

Hatchways. (Upper Deck) Boarding Constructed of Steel + adequately supported. Thickness of Hatches 65 mpm soft. wood.

f Hatchways No. 1 (Fwd.) 8.220 x 6.000 No. 2 12.240 x 7.00 No. 3 18.80 x 7.000 No. 4 6.480 x 7.000 No. 5 10.800 x 7.000 No. 6 8.640 x 6.000

er of Shifting Beams } 5 8 7 4 7 6

or Fore and Afters }

Builder's Signature Y. Kasuya
Vice General Manager, Uraga Shipbuilding Yard, the Uraga Dock Co., Ltd.

REAL 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.

(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 (where required to be inserted in the Notation).

This ship has been built under special survey in conformity with the laws and Regulations and Secretary's letters. The scantlings and arrangements of the ship as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved being in accordance with, or by standards equivalent to, the Rule requirements. Plans of midship section and profile and decks showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found correct. The quality of materials and workmanship is good. The ship is designed to carry fuel oil, only in Nos 3, 5, 6 + 7 double bottom tanks and in No 8 deep tank at end of tunnel of water ballast or fuel oil in Nos 1 + 2 double bottom tanks. Fore & aft peak tanks are designed to carry fresh water or water ballast and

The amount of Entry Fee ¥1,988,000 Fees applied for, JUL 16, 1954

Rudder & Stem Fee ¥10,250

Special Survey Fee £

Expenses (Kobe Surveyors) 6,500 Received by me, we are

Travelling Expenses, if any ¥15,000 19 I am of opinion the Vessel should be Classed * 100 A1

State whether the Vessel has been built under Special Survey Yes. Signature L. H. Ship + Y. Kasuya

Certificate to be sent to Yka. in triplicate Date of issue 23/9/54 Surveyors to Lloyd's Register of Shipping. for M.R.D. Jackson & Sons

Committee's Minute FRIDAY 10 SEP 1954

Character assigned +100 A1

6.54 Yka.

Lloyds A + CP.

+ LMC 6.54

2 DB (WT) 142 cl.

CL.

Oil Eng.

Write Yka (H.M.)

SRL

0225 1/2



© 2021

Lloyd's Register Foundation

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.)

General Declaration (Contd.)

dry cargo or water ballast in N°4 deep tank at fore end of N°5 hold. The peak tanks, deep tanks, and double bottom tanks have been pressure tested and seals, bulkheads, shaft tunnel & W.T. doors have been hose tested in accordance with the Rules. The steering gear & windlass have been tested under working conditions and found satisfactory. J.P. Philp.

The following plans will be forwarded.

As Built.

Capacity Plan. Rudder Const.
General Arrgt. Stemframe.
Midship Section. W.T. Bulkheads
Profile & Seals. Deep Tank.
Shell Expansion. Bow Construction.
Framing. Steel Construction
Stem Bilge, Ballast & Oil Piping
Double Bottom Const. Shaft Tunnel.

As Approved.
Midship Section
Profile & Seals.

Note:—This vessel is classed also with Nippon Kyoji Kyokai. Hds have been assigned by the Japanese Government Sumner Hds:—2220 mms to top of Steel Upper

The following casting & forging certificate copies attached herewith:—

Stem, Stemframe, Rudder Stock, Top & Bottom Rudder Castings.

This vessel is a sister ship of M.V. "EISHIN MARU" YKA. F.E. Rpt N° 13.

The following parts of the vessel have been constructed in accordance with P. 403 of the Rules:—

Sheerstrake plating at Breaks of bridge, Upper deck stringer plating at breaks of bridge, Upper deck plating at breaks of bridge & at after corners of N°2 hatch & N°4 hatch & forward corners of N°5 hatch — See plan of "Arrgt. of Killed Steel" attached herewith.

PARTICULARS OF ELECTRIC WELDING (if employed) Electric welding is used in all hull construction except following parts:— Seams of A, B, C, D, E, F & G shell plating, upper seam of J shell plate & connection of sheerstrake to upper or Bridge deck stringer angle floor connection to Tank top, frame to tank side bracket, beam knees below 2nd deck — to frame only & beam knees above Upper deck — to frame & beam.

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

Crane Hdr., Lloyd's AICb, E.S.D., D.F., Gyro, Pt Elec welded. Fitted for oil fuel, F.P. above 150°F 6/54.

RADAR Equipment (State if fitted) Yes.

State Type or Pattern No. Marine Type 2C.

State Name of Supplier. Kelvin & Hughes Co.

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

1st Bower	50 cwt 3 qrs 2 lbs.	T.N.	Y5460	31-3-54.
2nd "	50 cwt 3 qrs 2 lbs.	T.N.	Y5461	31-3-54.
3rd "	50 cwt 2 qrs 8 lbs.	T.N.	Y5462	10-5-54.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 23.82 ft., R.Q.D. ft., Bridge 96.06 ft., Forecastle 38.73 ft.

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

Official No. 72195 Signal Letters J.D.S.E. Extreme Breadth over Belting (Circ. 1811) Over-all Length 486.14' (Circ. 1703)

No. and Material of Decks Two - STEEL.

Parts of Bottom of Vessel coated with cement or approved composition Fore & After Peak Tanks (Cement)

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.	SALT. Water Capacity.	Where Fitted.	Length.	SALT. Water Capacity.
Double bottom, aft, FR. 32-72 (O. Only)	94.48	✓	Fore peak tank,	✓	77.13
Double bottom, under Engines and Boilers, FR 72-103	73.23	223.20 (FW)	After peak tank,	✓	165.30
Double bottom, if under Engines only,	✓	✓	Deep tank, aft, FR. 57-71	33.07	1177.30
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward, FR 103-184	187.16	431.41	Other tanks, if fitted,	✓	✓
Total length (if continuous) and Capacity	354.87	431.41	(If necessary furnish further information by sketch.)	✓	✓

Order for Special Survey No.

Date

Dates of Surveys held while building

W.R.O.S:—16/10/53, 20/11/53, 30/11/53, 9/12/53

L.D.P:—9/12/53, 11/1/54, 28/1, 5/2, 8/2, 22/2, 26/2, 1/3, 8/3, 12/3, 16/3, 18/3, 19/3, 23/3, 26/3, 30/3, 2/4, 6/4, 8/4, 10/4, 17/4, 26/4, 26/5, 2/6, 24/6, 30/6

K.N:—20/1, 29/1, 1/2, 12/2, 5/3, 17/4, 10/5, 19/5, 28/5, 5/6 Total No. of Visits 41

16/6