

PILLARS AND DECKS.

| | XXXXX IN SHIP. mm. | Any Departure from Approved Plans to be Noted. | | XXXXX IN SHIP. mm. | Any Departure from Approved Plans to be Noted. |
|---|-----------------------|--|---|-----------------------|--|
| PILLARS, No. of Rows | 2 | ✓ | Stringer Plate, breadth and thickness in way of Bridge | | |
| upper | 200 x 10 to | | Thickness of Plating abreast Deck openings in way of Wells | 10 | ✓ |
| in 'tween Decks, Size and Spacing | 320 x 10 dia. | ✓ | Thickness of Plating abreast Deck openings in way of Bridge..... | | Included 0.5 |
| lower | 350 x 14 to | | Thickness of Plating within line of openings... | 8 | ✓ Owner extra |
| " " " " " " | 450 x 14 dia. | ✓ | If Sheathed, material and thickness..... | | |
| " " " " " " | 450 x 18 to | | Third Deck. | | |
| in Holds " " " " " " | 600 x 18 dia. | ✓ | Stringer Plate, breadth and thickness..... | 8 | ✓ { Included |
| Centre Line Bulkhead. | | | If Plated, state thickness | 8 | ✓ { 0.5 mm. |
| Stiffeners and Spacing | | | | | Owner Extra |
| Plating, thickness of | | | Fourth Deck. | | |
| STRINGERS AND DECKS. | | | Stringer Plate, breadth and thickness..... | | |
| Uppermost Continuous Deck. | | | If Plated, state thickness | | |
| Stringer Plate, breadth and thickness in Wells | 1800x25 | ✓ | Poop Deck. | | |
| " " " " " " in way of Bridge | 1800x25 | ✓ | Stringer Plate, breadth and thickness..... | | |
| " " " " " " in Wells | 200x200x25 | ✓ | Plating, Sheathing, material and thickness ... | | |
| Thickness of Plating abreast Deck openings in way of Wells | 22 | ✓ | Bridge Deck. | | |
| Thickness of Plating abreast Deck openings in way of Bridge..... | | | Stringer Plate, breadth and thickness..... | 7 | ✓ |
| Thickness of Plating within line of openings... | 9.5 | ✓ | Plating, Sheathing, material and thickness ... | 6 | ✓ (12 deck comp.) |
| If Sheathed, material and thickness..... | DEX-O-TEX 12 | ✓ | Forecastle Deck. | | |
| | Over Ref. Cham. | ✓ | Stringer Plate, breadth and thickness..... | 8 | ✓ |
| Second Deck. | | | Plating, Sheathing, material and thickness... | 8 | ✓ |
| Stringer Plate, breadth and thickness in Wells | 1600x11 | ✓ | | | |

SHELL PLATING.

| SCANTLINGS. | | | | | RIVETING. | | | | | | | | |
|---|-----------------|------------------|------------------|------------------|---|-----------------------------------|----------------------|------------------|---------------------------|---------|-----------------------|------------------------|--------|
| STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. | | | All | | BUTTS. | | Welded |
| | AMIDSHIPS. | | FORWARD. | AFT. | | State if jogged? | No | RIVETS. | NO. OF ROWS OF RIVETS. | RIVETS. | | STRAPPED OR LAPPED. | |
| | Breadth. | Thickness. | Thickness. | Thickness. | | | SINGLE OR DOUBLE. | | | Diam. | Spacing cr. to cr. | | |
| mm. | 1400 | 23mm. | 23mm. | 23mm. | | | 23mm. | 23mm. | | | Inches. | Inches. | |
| Flat Plate Keel..... | 1400 | 23mm. | 23mm. | 23 mm. | ✓ | Welded | | | | | | | |
| „ Dblg. (if any) | | | | | Owners Extra:- | | | | | | | | |
| Bottom Plating, No. of Strakes5..... | 21 | | AE.23 | BCD 21 | Included | Welded except | | | | | | | |
| | | | BCD.21 | A19, E15 | 4mm. for .4L amid. 3mm. for .25L fwd. 1.5mm. for .05L aft | E upper seam 25 | 115 | ✓ | | | | | |
| Bilge Plating, No. of Strakes1..... | 2200 | 21 | 14 | 14 | 3.5 mm. for .4L amid. 1.5 mm. for .05L aft | D.R. lower seam DR 25 | 115 | ✓ | | | | | |
| | | | | | | Upper seam DR 22 | 100 | ✓ | | | | | |
| Side Plating, No. of Strakes5..... | | 18 | 12.5 | 12.5 | 1 mm. for .4L amid. | Welded except | | | | | | | |
| | | | | | | G lower seam DR 22 | 100 | ✓ | | | | | |
| Upper Deck, Sheer- strake in Wells..... | 1800 | 23 | 12.5 | 12.5 | 2 mm. for .4L amid. | D.R. | 22 | 100 | ✓ | | | | |
| | | | | | | | | | | | | | |
| Upper Deck, Sheer- strake in Bridge ... | | | | | | | | | | | | | |
| Strake below Sheer- strake in Wells..... | 2000 | 18 | 12.5 | 12.5 | 1 mm. for .4L amid. | Upper seam | | | | | | | |
| | | | | | D.R. | 22 | 100 | ✓ | | | | | |
| Strake below Sheer- strake in Bridge ... | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Poop Side Plating..... | | | | | | | | | | | | | |
| Bridge Side Plating..... | | | | | | | | | | | | | |
| Forecastle Side Plating | | | 11 | ✓ | | Welded except lower seam DR 19 | | 85 | ✓ | | | | |

WATERTIGHT BULKHEADS.

FORGINGS AND CASTINGS.

| Total No. of W.T. BULKHEADS in Vessel— | | Casting or Forging. | | Scantlings. | | Maker's Name. | | Any Departure from Approved Plans to be Noted. | |
|---|--|---------------------|-------------------------|--------------------|-----------------|---------------|--|--|--|
| Extending to Upper Deck (Sec. 3 c)..... | | 1 | | | | | | | |
| ,, Deck next below..... | | 7 | | | | | | | |
| As per Rule..... | | 8 | | | | | | | |
| | | STIFFENERS. | | | | | | | |
| Plating Thickness. mm. | | VERTICAL. | | HORIZONTAL. | | | | | |
| | | Scantlings. mm. | Spacing. mm. | Scantlings. mm. | Spacing. mm. | | | | |
| MIDSHIP BULKH'D, Upper 'tween decks | | 6.5 | 100x75x7 L | 875 | | | | | |
| ,, Second ,, | | 7.5 | 125x75x7 L | 875 | | | | | |
| ,, Third ,, | | 7 | | | | | | | |
| ,, Holds | | 11-8 | 250x90x 11/14.5 L | 875 | | | | | |
| COLLISION ,, (in Hold) | | 14-9 | 230x11 BP 150x90x9 L | 600 | 9.5 | 1800 | | | |
| AFTER PEAK ,, | | 14-7.5 | 125x75x7 L | 600 | 9.5 | 1750 | | | |
| Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)..... Open Hearth | | | | | | | | | |
| Yawata Iron & Steel Co., Ltd., Fuji Iron & Steel Co., Ltd., Kawasaki Steel Corporation, Fukiai Plant, | | | | | | | | | |
| Has the Steel been tested as required by the Rules?..... Yes. | | | | | | | | | |

Rpt. 1*.

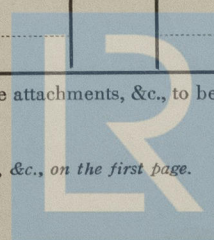
M.V. "MIKAGESAN MARU"

PARTICULARS OF LONGITUDINAL FRAMING.

| FRAMING. | AMIDSHIPS. | | | ENDS. | | | Any Departure from Approved Plans to be Noted. | RIVETING. | | | | | |
|---|------------|------|------|----------|------|------|--|--------------------------------|-------------|--|----------------------------------|-------------------|--|
| | In Ship. | | | In Ship. | | | | Rivets in Longitudinal Frames. | | Spacing of Rivets on each side of Transverses and Bulkheads. | Rivets in Brackets to Bulkheads. | | |
| | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | | Diam. Ins. | Speng. Ins. | | Number. | Diameter. Inches. | |
| aming of L, C or C | | | | | | | | | | | | | |
| mes in Bridge 'tween Decks ... | | | | | | | | | | | | | |
| mes from Uppermost Continuous Deck No. 1 | | | | | | | | | | | | | |
| " 2 | | | | | | | | | | | | | |
| " 3 | | | | | | | | | | | | | |
| " 4 | | | | | | | | | | | | | |
| " 5 | | | | | | | | | | | | | |
| " 6 | | | | | | | | | | | | | |
| " 7 | | | | | | | | | | | | | |
| " 8 | | | | | | | | | | | | | |
| " 9 | | | | | | | | | | | | | |
| " 10 | | | | | | | | | | | | | |
| " 11 | | | | | | | | | | | | | |
| " 12 | | | | | | | | | | | | | |
| " 13 | | | | | | | | | | | | | |
| " 14 | | | | | | | | | | | | | |
| " 15 | | | | | | | | | | | | | |
| " 16 | | | | | | | | | | | | | |
| Spacing of Longitudinal Frames { Amidships | | | | | | | | | | | | | |
| { At Ends | | | | | | | | | | | | | |
| Double Bottoms { Tank Top Longitudinals 230 x 11 B.P. ✓ | | | | | | | | | | | | | |
| { Bottom " 230 x 11 B.P. ✓ | | | | | | | | | | | | | |
| { Amidships 875 ✓ | | | | | | | | | | | | | |
| { At ends... | | | | | | | | | | | | | |
| { At every 3rd frame amidship | | | | | | | | | | | | | |
| { At every 2nd frame under deep tanks | | | | | | | | | | | | | |
| { At every frame in mach.room & 0.25L forward ✓ | | | | | | | | | | | | | |
| Transverses. | | | | | | | | | | | | | |
| Side { Depth and Thickness | | | | | | | | | | | | | |
| Between Decks { Face Angles | | | | | | | | | | | | | |
| { Lugs to Shell* | | | | | | | | | | | | | |
| Side { Depth and Thickness | | | | | | | | | | | | | |
| in Hold) { Face Angles | | | | | | | | | | | | | |
| { Lugs to Shell* | | | | | | | | | | | | | |
| Bottom { Depth and Thickness | | | | | | | | | | | | | |
| { Face Angles | | | | | | | | | | | | | |
| { Lugs to Shell* | | | | | | | | | | | | | |
| { " " Back Bars | | | | | | | | | | | | | |
| { Brackets | | | | | | | | | | | | | |
| Spacing of Transverse Frames ... | | | | | | | | | | | | | |
| * State if joggled or liners. | | | | | | | | | | | | | |
| Longitudinal Beams of L or C | | | | | | | | | | | | | |
| Bridge Deck ... | | | | | | | | | | | | | |
| Upper " ... | | | | | | | | | | | | | |
| Second " ... | | | | | | | | | | | | | |
| Third " ... | | | | | | | | | | | | | |

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

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.



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011378-011385-0113

| EQUIPMENT No. 50918.63 | | | | | | | | | | | | | LETTER et | | 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. | Cwts. | | | | |
| Y-7795 | 1st Bower ... | 83 | 3 | 9 | / | | | 60 | 10 | 0 | 0 | / | 81 3/4 | Improved Hall's Type C.S. Head | Tokyo Steel Casting Co. Ltd. | Tokyo 8.2.56 D.O. |
| Y-7796 | 2nd „ ... | 84 | 0 | 14 | / | | | 61 | 0 | 0 | 0 | / | " | " | " | Tokyo 8.2.56 D.O. |
| Y-7797 | 3rd „ ... | 83 | 2 | 26 | / | | | 60 | 10 | 0 | 0 | / | " | " | " | Tokyo 8.2.56 D.O. |
| | Collective weight | 251 | 2 | 21 | | | | | | | | | | | | |
| Y-7798 | Stream | 25 | 0 | 10 | 6 | 1 | 27 | 25 | 13 | 0 | 0 | | | Admiralty Pattern | " | Tokyo 8.2.56 D.O. |

| CHAIN CABLES. | | | | | | | | | | HAWSEERS 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. | Ins. | Tons. | Length. | Ins. | |
| CC-30380 | 302.211 | 152.4 | 213.3 | ✓ | 49,591 kgs. | ✓ | | 300 | 57mm | Special Komatsu CS Studlink Ltd. | Komatsu Mfg. Co. Ltd. | Komatsu 30-1-56 MM. 9-2-56 MS 15-2-56 MM 22-2-56 MS 28-2-56 MM | TOWLINE | 240M | 5 1/2" | 95.1 | 220 M | 8 1/4" | ✓ |
| | 62mm. | | | | | | | | | | | | | 2 | dia. | 23.3KT | 230 | 55 | |
| | 27/16 | | | | | | | | | | | | | 200M | 26mm. | 23.1 | 4 @ 200 | | |
| | | | | | | | | | | | | | | 2 | 8" | Manila | | | |
| | 225M | 4 3/4" | 71.3 | ✓ | | | | | | G.S. W.R. | Teikoku Sangyo Co. Ltd. | Kaizuka 28.12.55 MS | | | | | | | |

Steering Gear, Type (Power or hand) Electric Hydraulic (2-Motors) / Alternative Means of Steering Hand /
 Steering Chains (Size and Test) None / Windlass Electric / Boats 2-Wood Boats (1 Motor) /
 Deck in Holds, thickness and material 65mm. Soft wood with 65 mm. Bearer / Cargo Battens, thickness, material and spacing 150x50 Soft Wood /
 Shelter Horizontal 230mm. apart /
 Hatchways. Upper Deck Steel Plates & Angles / Thickness of Hatches Mac Gregor Type /
 Deck Hatchways No. 1 (Fwd.) 8.16 x 5.50 No. 2 13.44 x 6.50 No. 3 11.20 x 6.50 No. 4 8.00 x 6.50 No. 5 14.40 x 6.50 No. 6 7.85 x 6.50 /
 in Metres /
 Number of Shifting Beams None /
 d/or Fore and Afters /

Builder's Signature MITSUI SHIPBUILDING & ENGINEERING CO., LTD., TAMANO WORKS
K. Katoh
 Senior Managing Director.

GENERAL 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 Motor vessel.
 (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Yes 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 Society's Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are 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 as being in accordance with, or by standards equivalent to, the Rule requirements. The plan of midship section and profile and decks showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order. The requirements of Sec. 20 of Rules for carrying oil fuel having F.P. 150°F. have been complied with where applicable. All double bottom, peak and deep tanks have been pressure tested and decks, bulkheads and WT doors have tested in accordance with the Rules and found tight.. The materials and workmanships are good. The windlass, main and aux. steering gears have been tried under working condition and found satisfactory. Fuel oil can be carried in Nos.2,3,4,5 and 6 double bottom tanks and the deep tanks abaft the Engine Room. Vegetable oil can be carried in the deep tanks abaft Engine Room. The Freeboards assigned by Japanese Government have been cut in and painted on the ship's sides.

amount of Entry Fee Free as per scale / Fees applied for, AUG. 2.1. 1956 /
 Special Survey Fee Actual Fee ¥1,452,667 / Received by me, 19 /
 Travelling Expenses, if any 56,550 /
 State whether the Vessel has been built under Special Survey Yes / We are +100A1 of opinion the Vessel should be Classed /
 Certificate to be sent to Kobe / Date of issue 30/11/56 / Signature R.D. Sedgwick for self & J. Kanomura / Surveyor to Lloyd's Register of Shipping.

Committee's Minutes TUESDAY 16 OCT 1956 /
 Character assigned +100A1 /
Carrying vegetable oil in deep tanks aft. /
LAGP 5.56 /
+LMC 6.56 /
1 DB 100 lb. /
CL /

NOTED FOR POSTING /
 Lloyd's Register Foundation /
 811378-011385-0113

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 enclosed:

| "AS BUILT" | "AS APPROVED" |
|--|--|
| Midship Section | See Plans sent for "MOGAMISAN MARU" |
| Construction Profile & Deck Plans (1/2, 2/2) | |
| Shell Expansion | |
| W.T. & O.T. Bulkheads | |
| Rudder & Sternframe | |
| Double Bottom in Engine Room (1/2, 2/2) | |
| Forepeak Tank (1/2, 2/2) | |
| Afterpeak Tank | |
| Saloon Deck & Steel Wall Under. | |
| Boat Deck & Steel Wall Under. | |
| Navigation Bridge & Steel Wall Under. | |
| Cruiser Stern. | |
| Capacity Plan. | |
| Diagram of P.403 Steel | |
| Forging & Casting Certificates. | Sister Ships No.592 M.V."HAGUROSAN MARU" X |
| Stern frame M-27857 | No.593 M.V."HODAKASAN MARU" X |
| Rudder Stock M-28550 | No.608 M.V."MOGAMISAN MARU" |
| Rudder Post M-27856 | |
| Rudder Coupling M-26738 | |

PARTICULARS OF ELECTRIC WELDING (if employed)

Vessel completely welded with exception of the Bilge and sheer strake seams, frames in foreand aft peaks, shelter deck stringer angle, margin angle, floors and centre girder to shell in way of 0.25 L forward, and a few minor deck and girder brackets.

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

Cruiser stern, Lloyd's A & CP, E.S.D., D.F., G.Y.C., Radar
partly welded, Longitudinal framing at bottom, rise of floor - 150mm.
carrying vegetable oil in deep tanks

RADAR Equipment (State if fitted) Yes

State Type or Pattern No. Marine Radar Model 2

State Name of Maker Sperry Gyroscope Co.
and/or Supplier

| Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test. | 1st Bower | 55.0.22. | K.N. | Y-7791 | 31.1.56 |
|---|-----------|----------|------|--------|---------|
| | 2nd | 55.3.4 | K.N. | Y-7792 | 31.1.56 |
| | 3rd | 55.2.10. | K.N. | Y-7793 | 31.1.56 |
| | Stream | 25.0.10. | K.N. | Y-7794 | 31.1.56 |

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop _____ ft., R.Q.D. _____ ft., Bridge _____ ft., Forecastle 44.07

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

Official No. 75250 Signal Letters J.Q.Y.E. Extreme Breadth over Belting 64.459 Over-all Length 513.673
(Circ. 1611) (Circ. 1703)

No. and Material of Decks 2 Dks. steel (1 Dk. steel except No.6 Hold)

Parts of Bottom of Vessel coated with cement or approved composition F.W. double bottom tanks, fore and aft peaks.

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. |
|--|---------|-----------------|---|-----------|-----------------|
| Double bottom, aft, OF | 123.37 | 432.8 | Fore peak tank, | 181 Feet. | Tons. |
| Double bottom, under Engines and Boilers, OF | 39.37 | 277.7 | After peak tank, | 10 Aft | 245.3 |
| Double bottom, if under Engines only, 3 C/dams | 7.86 | 120.5 | Deep tank, aft, Abreast tunnel | 38.88 | 177.9 |
| Double bottom, under Boilers only, Fwd. OF | 141.87 | 598.7 | Deep tank, forward, No.1 Deep Tank | 18.37 | 533.3 |
| Double bottom, forward, WB | 53.05 | 68.5 | Other tanks, No.2 Deep Tank | 23.62 | 683.2 |
| Total length (if continuous) and Capacity | | | (If necessary furnish further information by sketch.) | | |

Order for Special Survey No. 609

Date

30th Sept. 1955

Dates of Surveys held while building

GGY. 1955: Dec.8,14,28. 1956: Jan.11,12,16,23,31. Feb.2,3,6,14,27,28. Mar.6. May 10, June 8.
JN. 1955: Dec.5,9,10,19,22,26,27. 1956: Jan.9,20,24,28. Mar.1,2,9,15,16,30. Apr.5,19. May 25,31.
KI. 1956: Mar.6,7. Apr. 30. May 9,10,14,15,17,21,23,26,29,30,31. June 1,2,3,6,9.
RDS. 1955: Dec.12,21,28,29.
1956: Jan.13,17,25,26. Feb.2,7,9,13,14,16,17,20,21,27. Mar.13,15. May,17. June,7.

Total No. of Visits 80