

STEEL STEAMER OR MOTORSHIP.

DISCLOSED

SECTION

Received at London office

No. 803 B

DISCLOSED

SECTION

No. 803 B

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

State if Report is sent on the Machinery of the Vessel YES.

Date of completion of report

Port of

KOBE

No.

527

Survey held at

TAMANO, JAPAN.

Date First Survey

27. DEC 1951

Last

DECEMBER 20th

1951.

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

SINGLE SCREW MOTOR VESSEL AKAGISAN MARU

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

COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENING

State Type of Erections

FORECASTLE

TONNAGE under Tonnage Deck

5772.94

CLASS

+100 A.1

State if with freeboard as condition of Class

NO

Built at

TAMANO, JAPAN.

Do. of space or spaces between Tonnage Dk. and Upper Dk.

2658.95

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

L 465.902

Launched 6th JULY 1951

Yard No. 563

Total

8431.89

Breadth (greatest moulded)

B 63.323

Builders MITSUI S.B.C. LD.

Gross Tonnage

6637.03

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

D 40.684

Owners MITSUI SEMPAKU KABUSHIKI KAISHA

Register Tonnage

3735.62

1st Longitudinal Number (L x D)

= 18954.75

Managers

(Where necessary to be entered in Reg. Book)

REGISTERED DIMENSIONS.

FEET

Length

480.798

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

17.01

Residence

✓

Breadth

63.562

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

11.28

Port of Registry TOKYO

Depth

27.181

Do. Long Bridge to top of keel

11.45

If surveyed while building, afloat, or in dry

dock WHILST BUILDING.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	M/M IN SHIP.	Any Departure from Approved Plans to be Noted.		M/M IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	840	✓	Bracket Floors, Frame	B.A. ✓	230 90 11. ✓
„ „ from $\frac{3}{8}$ length amidships to Collision bulkhead	685	✓	„ „ Reversed Frame	B.P. ✓	230 11 ✓
„ „ in peaks	610	✓	„ „ Vertical Struts	BA. ✓	230 90 11. ✓
SIDE FRAMING.			Centre Girder, depth and thickness amidships	12/5 14	✓
Frame Amidships, Angle, [or]	300 90 10/15.5	✓	„ „ top Angles	FLAT BAR	180 13. ✓
„ „ Extends up to 3rd (2ND) DECK	See appx m.s.		„ „ bottom Angles	FLAT BAR	250 14. ✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	1 @ 10	✓
„ „ Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	1035 14	✓
Depth of Framing Girder	300	✓	„ „ Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	WELDED	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	180 75 9.5	✓	„ „ Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	WELDED	✓
„ „ Second 'tween Decks, Angle, [or]	230 90 11	✓	„ „ Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	13.5 CONTINUOUS	✓
„ „ Third „ „ „	✓		„ „ Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	13.5 CONTINUOUS	✓
„ „ from $\frac{1}{4}$ len. for'd. to 15% len. from Stem	300 90 10/15.5	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	1950 12.5	✓
„ „ in peaks, Angle, [or]	230 90 11	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22 @ 125	✓	Breadth and thickness of Middle Line Strake	1400 13.5	✓
State if Frame Joggled	UPPER TW. DK. ONLY	✓	Thickness of remainder in Holds	12.5	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES.	✓	Are Rule requirements complied with 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 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, [or]	230 11	✓
Floors, Depth and thickness at mid-line in Holds			„ „ in way of Bridge, Angle, [or]	230 11	✓
Height of Brackets at side above base line at toe of frame			Spacing	840	✓
Middle Line Keelson, on Floors, Angles, [or]			Second Deck, amidships, Angle, [or]	250 90 9/13	✓
„ „ „ Through Plate or Intercostal Plate			Spacing	840	✓
„ „ „ Foundation Plate on Floors			Third Deck, amidships, Angle, [or]	250 12 B.P.	✓
„ „ „ Flat Plate Keel Angles			Spacing	840	✓
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [or]	✓	
„ „ thickness of Intercostal Plate			Spacing	✓	
„ „ Angles			Poop Deck, Angle, [or]	✓	
DOUBLE BOTTOM.			Spacing	✓	
Solid Floors, thickness and spacing	11 @ 2520	✓	Bridge Deck, Angle, [or]	✓	
„ „ Are Frame and Reversed Frame joggled?	Solid Floor. WELDED.	✓	Spacing	✓	
Bracket Floors, breadth and thickness at middle line	970 11	✓	Forecastle Deck, Angle, [or]	B.P. 200 10	✓
„ „ breadth and thickness at margin plate	1000 11	✓	Spacing	650+510	✓

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PILLARS AND DECKS.

		M/M IN SHIP.	Any Departure from Approved Plans to be Noted.	M/M IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows		2 (EXCEPT No. 1. Hold.)			
UPPER TW-DECK. NO. 1 (C) PLS.		300 x 10 - NO. 4	300 x 10 - (PM)		
in 'tween Decks, Size and Spacing		230 x 11 - NO. 5	250 x 11 -		
NO. 2 PLS.		200 x 11 -	200 x 10 -		
NO. 3 PLS.		260 x 12 -			
LOWER TW-DECK. NO. 1 (C) PLS.		300 x 13 - NO. 4	380 x 12 -		
NO. 2 PLS.		450 x 14 - PM	420 x 14 -		
NO. 3 PLS.		350 x 12 -	400 x 14 -		
in Holds		450 x 15 - NO. 3	500 x 16 -		
NO. 2 PLS.		400 x 14 -	600 x 18 -		
		510 x 15 - NO. 4	540 x 18 -		
			520 x 18 -		
		NO. 5	350 x 14 -		
Centre Line Bulkhead.					
Stiffeners and Spacing					
Plating, thickness of					
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells		1500 21.5	X		
in way of Bridge					
Angle in Wells		200 200 20	X		
Thickness of Plating abreast Deck openings in way of Wells		20	X		
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings		10	X		
If Sheathed, material and thickness					
Second Deck.					
Stringer Plate, breadth and thickness in Wells		1400 12	X		
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings					
If Sheathed, material and thickness					
Third Deck.					
Stringer Plate, breadth and thickness		1400 9	X		
If Plated, state thickness		9	X		
Fourth Deck.					
Stringer Plate, breadth and thickness					
If Plated, state thickness					
Poop Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness					
Bridge Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness					
Forecastle Deck.					
Stringer Plate, breadth and thickness		9	X		
Plating, Sheathing, material and thickness		8	X		

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD	AFT.		State if jogged?	NO.	SINGLE OR DOUBLE.	RIVETS.	No. OF Rows OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.							Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.							Inches.	Inches.	
Flat Plate Keel	1400	22.5	22.5	22.5			WELDED		WELDED				
„ Dblg. (if any)	✓												
Bottom Plating, No. of Strakes	5	19.5	22	16			WELDED		“				
Bilge Plating, No. of Strakes	1	18	22	14			BOTH SEAMS UPPER 22 93 D.R. LOWER 25 105		“				
Side Plating, No. of Strakes	5	17	14	12			WELDED		“				
Upper Deck, Sheer-strake in Wells		20	12	12	See oppd shell plan		LOWER EDGE D.R.						
Upper Deck, Sheer-strake in Bridge		✓					UPPER EDGE RIV 22 To STRINGER ANGLE	93	“				
Strake below Sheer-strake in Wells		17					WELDED		“				
Strake below Sheer-strake in Bridge		✓					✓						
Poop side Plating		✓					✓						
Bridge Side Plating		✓					✓						
Forecastle Side Plating			11				WELDED		WELDED.				

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3c)	7. X 1 + sub 2
Deck next below	3
As per Rule	7. ✓

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		✓		
STEM	PLATE	22.5 to 14		X
STERN FRAME	STEEL CASTING AS			
Propeller Post	APPRO	FUSO METAL WORKS		
Rudder				
Speed of Vessel		17.		
RUDDER—Type		SIMPLE		X
„ A x D		447.59		
„ Diam. of head		310		X
„ Mainpiece at top pintle		✓		
„ „ heel		✓		
„ how constructed		PLATES & DIAPHRAGMS		X
„ double or single plate		DOUBLE		X
„ coupling, vertical or horizontal		HORIZONTAL		X

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.		Spacing.		Scantlings.		Spacing.	
MIDSHIP BULKH'D, Upper 'tween decks	6.5	100 x 75	72	720					
„ „ Second „	7-6.5	100 x 75	102	720					
„ „ Third „									
„ „ Holds	13-8	230 x 11. B.P.	750						
COLLISION „ (in Hold)	14-5-8.5	250 x 11. B.P.	600	610 x 9.5 75FL.	1.500				
AFTER PEAK „	13-7.5	125 x 75	102	750	610 x 9.5 75FL.	1.700			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

YAWATA STEEL WORK.
FUJI STEEL CO. HIROHATA

Has the Steel been tested as required by the Rules?

YES ✓

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EQUIPMENT No. 49506.34

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.				
Y.1589	1st Bower	82	1	22				60	5	0	0		HALLS TYPE (LATEST IMPROVED)	TOYKO STEEL CASTING CO. LTD.	TOYKO - 17.4.51. K.H.
Y.1591	2nd "	82	1	12				60	5	0	0		D°	D°	D°
Y.1590	3rd "	82	1	1				60	5	0	0		D°	D°	D°
	Collective weight	247	0	7								244 1/2			
Y.1592	Stream	25	2	20	6	2	10	26	0	0	0	25	ARMY PATTERN.	D°	D°

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.	
	Fathoms.	Diam.	Stations.	Break-ing.	Supplied.	Per Rule.		Fathoms.	Diam.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
162.	304.8	2 1/16	147.6	209.6	926.3	14		300	2 1/8	C.S.	KOMATSU MFG. CO. LTD.	KOMATSU - 22.5.51. J. NONOMURA	LOWLINE	130	5 1/2	92.	130	5 1/2
														2	23/4	16.4	100	2 3/4
														2	8"	hanks	100	8"
Iron Stream Chain or Steel Wire.	120	4 3/4		75.2				120	4 3/4									

Steering Gear, Type (Power or hand) *ELECTRIC HYDRAULIC (20 HP)*Alternative Means of Steering *HAND*Steering Chains (Size and Test) *NONE*Windlass *ELECTRIC (95 HP)* Bats *2. (wood)*ing in Holds, thickness and material *65. S.W. ON 38" M. BEARERS*Cargo Battens, thickness, material and spacing *fitted as per letter dated 28/4/52*go Hatchways. - (Upper Deck) *STEEL PLATES & ANGLES (WELDED)*Thickness of Hatches *65 mm*of Hatchways No. 1 (Fwd) *8.220 x 7.000* No. 2 *12.520 x 7.000* No. 3 *11.750 x 7.000* No. 4 *8.400 x 7.000* No. 5 *13.440 x 7.000* No. 6 *8.130 x 7.000*Number of Shifting Beams) *McGREGOR'S PATENT HATCH*

8

7

5

9

5

Builder's Signature

Director

Mitsui Shipbuilding & Engineering Co., Ltd., Tamano Works.

RAL 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

(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 on the "as approved" and "as built" plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been approved as being in accordance with, or by standards equivalent to, the Rule requirements. The plans of midship section and profile and decks of the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in order.

The materials and workmanship are good. All double bottom tanks, peak tanks and deep tanks, and bulkheads Tunnel, w/t Door have been satisfactorily tested. The weather decks, and bulkheads have been satisfactorily tried under working conditions. The assigned freeboards have been verified and cut in. Oil Fuel, flash point not lower than 150°F is used in the Nos. 1, 2, 3, 4, 5, 6 & 7 (includes Tunnel Wing Tank P & S) DB Tanks and No. 1 & 2 Deep Tanks. Vegetable Oil may be carried in the Nos. 1 & 2 Deep Tanks.

The amount of Entry Fee *Y.2.197.592.*
Special Survey Fee *Y 15,000*
Travelling Expenses, if any *Y 101,000*

Fees applied for,
19
Received by me,
19

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

I am of opinion the Vessel should be Classed *+100 AI.*

State whether the Vessel has been built under Special Survey

YES.

Certificate sent to

Kobe

Date of issue

23/4/52

Signature

Surveyor to Lloyd's Register of Shipping

Committee's Minute

Character assigned

FRI. 18 APR 1952

*+100AI**Carrying Vegetable Oil in Deep Tank**Cargo battens not fitted**+LMC 9.51 Oil Eng.**C.L.**DB 100lb**White Stb. (h).**note for S.R.L. & R.M.C.*

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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.

MIDSHIP SECTION.

CONSTRUCTIONAL PROFILE & DECKS. (2 SHEETS).

RUDDER & STERNFRAME.

SHELL EXPANSION.

DOUBLE BOTTOM IN ENGINE ROOM (2 SHEETS).

WATERTIGHT & OILTIGHT BULKHEADS.

FORE END FRAMING.

AFT END FRAMING.

BOAT DECK & SHELTER DECK HOUSE

UPPER BRIDGE DECK & BOAT DECK HOUSE

AS APPROVED.

MIDSHIP SECTION.

CONSTRUCTIONAL PROFILE & DECK PLAN.

FORGING CERTIFICATES.

RUDDER

STERN FRAME

STOCK.

PARTICULARS OF ELECTRIC WELDING (if employed) SHELL BUTTS & SHELL SEAMS (EXCEPT BILGE & SHEERSTRAKE SEAMS) ALL BHD
PLATING & STIFFENERS - ALL DECK SEAMS, BUTTS & BEAMS - ALL CASINGS & DECKHOUSES - TANK TOP SEAMS &
BUTTS, FLOORS & INCH TO TANK TOP (EXCEPT C.G. RIVETED & M.L. STRAKE) HATCH COAMINGS & BEAMS.

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

CRUISER STERN - LLOYDS A & C.P. - D.F. - E.S.D. - RADAR - GYC - FITTED FOR

O.F.F.P. ABOVE 150° F. - TO BE CARRIED IN ALL D.B. TANKS (EXCEPT F.W. TK.)

TUNNEL WING TANKS & DEEP TANKS ABAFT E.R. - VEGETABLE OIL TO BE CARRIED
IN DEEP TANKS ABAFT ENGINE ROOM. - PART ELECT. WELDED.

RADAR Equipment (State if fitted) YES.

State Type or Pattern No.

State } Maker COSSOR.
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

54.1.24. ✓ C.Y. 1585.

K.N. 10th April 1951.

2nd "

54.2.19. ✓ C.Y. 1586.

K.N. 10th April 1951.

3rd "

54.2.8. ✓ C.Y. 1587.

K.N. 10th April 1951.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 40.95 ft.

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

Official No. 67659.

Signal Letters J.R.Y.E

Extreme Breadth over Belting ☒

Over all Length 499.29.
(Circ. 1703)

No. and Material of Decks 2. STEEL.

1 Bn Shell Pl

Parts of Bottom of Vessel coated with cement or approved composition F & A. PEAKS. F.W. D.B. TANK. BILGES.

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, <u>O.F. ONLY</u>	<u>153.443</u>	<u>579.4</u>	Fore peak tank,	<u>34.553</u>	<u>241.2</u>
Double bottom, under Engines and Boilers, <u>1. E/DAM.</u>	<u>2.756</u>	<u>116.8</u>	After peak tank, <u>FRESH WATER.</u>	<u>36.512</u>	<u>204.7</u>
Double bottom, if under Engines only, <u>F.W. TANK.</u>	<u>16.535</u>	<u>312.6</u>	Deep tank, aft,	<u>40.940</u>	<u>1170.8</u>
Double bottom, if under Boilers only, <u>O.F. TANK.</u>	<u>46.850</u>	<u>594.4</u>	Deep tank, forward,		
Double bottom, forward, <u>O.F. TANK.</u>	<u>188.236</u>	<u>1603.2</u>	Other tanks, if fitted,		
Total length (if continuous) and Capacity	<u>412.709</u>	<u>1603.2</u>	(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys
held while building

DEC. 27. 1950 MARCH. 23. 24. APRIL. 4. MAY. 2. 12. 14. 25. 29. JUNE 9. 9. 12. 13. 15.
19. 22. 30. JULY. 1. 3. 5. 14. 27. AUG. 9. 28. 31. SEP. 5. 23. 25. 26.
OCT. 2

Total No. of Visits 30.