

DISCLOSED  
SECTION  
No. 803A

# STEEL STEAMER OR MOTORSHIP

DISCLOSED  
SECTION  
No. 803A

3-JUN-1954

State if Report has been sent on the Freeboard of the Vessel No

State if Report is sent on the Machinery of the Vessel Yes

Date of completion of report 20th April, 1954.

Port of KOBE

No. 2121

Survey held at Tamano - Japan

Date First Survey

29th September, 1953.

Last Survey: 28th Mar. 1954.

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

Single Screw "HAKONESAN MARU"

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

Complete Superstructure with Tonnage Opening

State Type of Erections

Forecastle

NAGE under 5734.74  
Tonnage Deck...

CLASS +100 A1

State if with freeboard as condition of Class No

Built at Tamano, Japan

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

FEET

L 465.89

Launched 23-1-54

Yard No. 580

Breadth (greatest moulded)

B 63.32

Builders Mitsui S.B. &amp; Eng., 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)

D 40.69

Owners Mitsui Sempaku Kabushiki Kaisha.

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)

17.01

Port of Registry Tokyo

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

11.28

If surveyed while building, afloat, or in dry dock

Whilst Building.

Do. Long Bridge to top of keel

Draught Moulded (J.G. Frd. 1.229 m/m) 8.284mm

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm NOTES IN SHIP.	Any Departure from Approved Plans to be Noted.		mm NOTES IN SHIP.	Any Departure from Approved Plans to be Noted.
S, Spacing amidships	840	✓	Bracket Floors, Frame	230 11 B.P.	✓
„ from $\frac{3}{8}$ length amidships to Collision bulkhead	685	✓	„ „ Reversed Frame	230 11 B.P.	✓
„ in peaks	610	✓	„ „ Vertical Struts	230 11 B.P.	✓
FRAMING.			Centre Girder, depth and thickness amidships	1215 14	✓
„ Amidships, Angle, L x T	300 90 10/15.5	✓	„ „ top Angles	180x13-12 F.B.	✓
„ Extends up to	2nd Deck	✓	„ „ bottom Angles	Welded Direct	✓
„ d Frame Amidships, Angle	-		Side Girders, No. each side and thickness	2 @ 10	✓
„ Extends up to	-		Margin Plate depth (excl. of flange) and thickness	1035 x 14	✓
„ of Framing Girder	300	✓	„ „ Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	Welded	✓
„ in Uppermost Continuous 'tween	180 9.5	✓	„ „ Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	Welded	✓
„ Decks, Angle, L x T	230 11	✓	„ „ Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	13.5 Continuous	803A
„ „ Second 'tween Decks, Angle, L x T	-		„ „ Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	13.5 Continuous	✓
„ „ Third „ „ „ „	-		Tank Side Brackets, height above base line at toe of Frame and thickness	1950 x 12.5	✓
„ from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	300 90 10/15.5	✓	INNER BOTTOM PLATING.	1400 x 13.5	✓
„ in peaks, Angle, L x T	230 90 11	✓	Breadth and thickness of Middle Line Strake	12.5	✓
„ er and Spacing of Rivets through Frame and Shell Plating amid- ships	-		Thickness of remainder in Holds	Yes	✓
„ if Frame Joggled	Sheerstrake only	✓	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and frame in Bunkers and Boiler Room	Yes	✓
„ e scantlings and arrangements in the „ ting Area in accordance with the Rules /or as approved?	Yes	✓	BEAMS.		
„ e scantlings and arrangements in way „ he Bottom Forward in accordance with Rules and/or as approved?	Yes	✓	Uppermost Continuous Deck, amidships in Wells, Angle, L x T	230 11	✓
E BOTTOM.			„ „ in way of Bridge, Angle, L x T	230 11	✓
„ rs, Depth and thickness at mid-line in Holds			Spacing	840	✓
„ Height of Brackets at side above base line at toe of frame			Second Deck, amidships, Angle, L x T	250 90 9/13	✓
„ Line Keelson, on Floors, Angles, [ or [			Spacing	840	✓
„ „ Through Plate or Inter- costal Plate			Third Deck, amidships, Angle, L x T	250 12	✓
„ „ Foundation Plate on Floors			Spacing	840	✓
„ „ „ Flat Plate Keel Angles			Fourth Deck, amidships, Angle, [ or [	-	
Side Keelsons, No. each side			Spacing	-	
„ „ thickness of Intercoastal Plate			Poop Deck, Angle, [ or [	-	
„ „ Angles			Spacing	-	
DOUBLE BOTTOM.			Bridge Deck, Angle, [ or [	-	
Solid Floors, thickness and spacing	11 @ 2.520	3 Longitudinal	Spacing	-	
„ „ Are Frame and Reversed Frame joggled?	Solid floors & fitted to Skeleton frames		Forecastle Deck, Angle, L x T	200 10	✓
Bracket Floors, breadth and thickness at middle line	970 x 11	150-90x12	Spacing	650 & 610	✓
„ „ breadth and thickness at margin plate	1000x11				



## PILLARS AND DECKS.

mm EXCEEDS IN SHIP.			Any Departure from Approved Plans to be Noted.	mm EXCEEDS IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows 2 except in No. 1 Hold			✓		
" in /shelter in tween Decks, Size and Spacing			300 x 11 ✓	Stringer Plate, breadth and thickness in way of Bridge	
" /main " " "			400x13-500x16 ✓	Thickness of Plating abreast Deck open- ings in way of Wells	
" in Holds " " "			480x15 ✓ 600x18 ✓	Thickness of Plating abreast Deck open- ings in way of Bridge	
" " " " "				Thickness of Plating within line of openings	
Centre Line Bulkhead.			-	If Sheathed, material and thickness	
Stiffeners and Spacing			-	Third Deck.	
Plating, thickness of			-	Stringer Plate, breadth and thickness	
STRINGERS AND DECKS.				If Plated, state thickness	
Uppermost Continuous Deck.			1600 x 23.5 ✓	Fourth Deck.	
Stringer Plate, breadth and thickness in Wells			-	Stringer Plate, breadth and thickness	
" " " " in way of			-	If Plated, state thickness	
Bridge			200 200 25 ✓	Poop Deck.	
" Angle in Wells			21.5 ✓	Stringer Plate, breadth and thickness	
Thickness of Plating abreast Deck openings in way of Wells			-	Plating, Sheathing, material and thickness	
Thickness of Plating abreast Deck openings in way of Bridge			10 ✓	Bridge Deck.	
Thickness of Plating within line of openings			-	Stringer Plate, breadth and thickness	
If Sheathed, material and thickness			-	Plating, Sheathing, material and thickness	
Second Deck.				Forecastle Deck.	
Stringer Plate, breadth and thickness in Wells			1400 12 ✓	Stringer Plate, breadth and thickness	
				Plating, Sheathing, material and thickness	

## SHELL PLATING.

SCANTLINGS.				RIVETING.							
STRAKES.	AS IN VESSEL.			ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? NO		BUTTS.				
	AMIDSHIPS.		FORWARD		AFT.	SINGLE OR DOUBLE.	RIVETS. Diam. Spacing cr. to cr.	No. OF Rows OF RIVETS.	RIVETS.		STRAP LAP
	Breadth.	Thickness.	Thickness.		Thickness.				Diam.	Spacing cr. to cr.	
	<del>XXXXXX</del>	<del>XXXXXX</del>	<del>XXXXXX</del>	<del>XXXXXX</del>							
Flat Plate Keel	1400	22.5	✓		Welded		Welded	✓			
„ Dblg. (if any)	-	-									
Bottom Plating, No. of Strakes 5	21	✓	AB 23 CD 21 E 23	✓	A16 CD 21 E14	✓	19.5" A" strake 22 under main engine.	Welded			
Bilge Plating, No. of Strakes 1	19.5	✓	14	✓	14	✓	Riveted D.R.	22 93			
Side Plating, No. of Strakes 5	18	✓	LK 12 GHK14	✓	G-L 12	✓	Approved 17 (owners extra side shell increased 1mm .15 to .5 Aft.) Approved 20	Welded	25 105		
Upper Deck, Sheer- strake in Wells	1800	22	✓	12	✓	12	✓	Riveted D.R.	22 93	✓	
Upper Deck, Sheer- strake in Bridge	-	-						-			
Strake below Sheer- strake in Wells	-	-						-			
Strake below Sheer- strake in Bridge	-	-						-			
Poop side Plating	-	-						-			
Bridge Side Plating	-	-						-			
Forecastle Side Plating				11				Welded			

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel -	8 -
Extending to Upper Deck (Sec. 3c)	7
Deck next below	2
As per Rule	7

## FORGINGS AND CASTINGS.

	Casting or Forging.	Seantings.	Maker's Name.	Any from Plan
KEEL, Bar				
STEM			Plate 23 to 14 ✓	
STERN FRAME { Propeller Post Rudder " ✓			Cast steel as app Sumitomo Metal Ind ✓	
Speed of Vessel		17.9 ✓		
RUDDER - Type		Simplex ✓		
" A x D				
" Diam. of head		320 ✓		
" Mainpiece at top pintle		-		
" " heel		-		
" how constructed		Plates & Diaphragm		
" double or single plate		Double ✓		
" coupling, vertical or horizontal		Horizontal		

## STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Seantings.		Spacing.		Seantings.		Spacing.	
MIDSHIP BULKH'D, Upper 'tween decks	6.5 ✓	100x75x7	1720 ✓						
" " Second "	7-6.5 ✓	100x75x10	1770 ✓						
" " Third "									
" " Holds	10.5-8 ✓	230x11	BP 770 ✓			610x9.5			
COLLISION " (in Hold)	14.5-9 ✓	250x12	BP 600 ✓			75 FL 1.700			
AFTER PEAK "	13-7.5 ✓	125x75x10	885 ✓			610x9.5			

## STEEL.

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

Japan Iron & Steel Co., Ltd., Yawata, Fuji Iron & Steel Co., Hirohata Wks., Nippon  
Co., Ltd., Kawasaki Iron & Steel Wks - Kawasaki Heavy Ind., Ltd., Fukui

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

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2nd  
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Collecti  
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Length  
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93.302  
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CLARATION. 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 Ship  
 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 stated, 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 modi-  
 fications or additions to the original approved arrangements made during construction have been  
 entered on the plans and 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 showing  
 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 coamings, have been tested as required by the Rules and found satisfactory. The weather decks  
 and bulkheads, Tunnel, w/t Door have been satisfactorily tested. The windlass and steering gear  
 have been satisfactorily tried under working conditions. The assigned freeboards have been  
 marked on ships sides, verified and cut in. Oil Fuel, flash point not lower than 150 F is  
 carried in the Nos. 2, 3, 4, 5 & 6 D.B. Tanks and No. 1 & 2 Deep Tanks. Vegetable Oil may be carried  
 in Nos. 1 & 2 Deep Tanks.



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

At built Midship Section  
Constructional Profile & Decks (2 sheets)  
Rudder & Stern frame  
Shell Expansion  
Double Bottom in Engine Room (2 sheets)  
Watertight & Oiltight Bulkheads  
Fore end framing  
Aft end framing and Cruiser Stern.  
Boat Deck & Shelter Deckhouse  
Upper Bridge & Boat Deckhouse.  
Capacity Plan.

Forging Certificates

Rudder  
Stern Frame  
Rudder Stock

Sister Vessels Report No. 33 M.V. "AKAGISAN MARU"  
" " 718 M.V. "AKASHISAN MARU"  
" " 742 M.V. "AWAJISAN MARU"  
" " 758 M.V. "AWOBASAN MARU"  
" " 1123 M.V. "AKIBASAN MARU"  
" " 1979 M.V. "HARUNASAN MARU"

PARTICULARS OF ELECTRIC WELDING (if employed) All electric welded with the exception of riveting of sheerstrakes and bilge seams - Tank top centre strake and centre girder to tank top - Aft end frames - All margin angles, and Shelter deck stringer angle.

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. Flash Point above 150°F. to be carried in all D.B. Tks (except F.W.Tks. & No.1 D.B.Tks) & Deep Tanks  
Aft E.R.-Vegetable oil to be carried in Deep Tanks abaft E.R. - Part Elect. Welded.

RADAR Equipment (State if fitted Yes  
State Type or Pattern No. Mark II Model O.I.  
State Name of Maker and/or Supplier Sperry

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 54. 1. 18. Y. 4962. K.W. 24. 11. 53. 2nd " 54. 1. 18. Y. 4964. T.N. 28. 11. 53. 3rd " 54. 0. 24. Y. 4963. K.W. 24. 11. 53.
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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle 42.4 ft.  
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 71795 Signal Letters J E N F Extreme Breadth over Belting (Circ. 1611) Over all Length 504.4 (Circ. 1703)

No. and Material of Decks 2 Steel 1st. shell dk (3rd dk. clean of aft hold.)  
Parts of Bottom of Vessel coated with cement or approved composition Cement wash in F. & A. Peaks, F.W.D.B. Tanks & 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, O.F. ONLY.	112.92	422.5	Fore peak tank,	35.76	215.5
Double bottom, under Engines and Boilers, I.C/DAM.	2.76		After peak tank,	39.67	214.9
Double bottom, if under Engines only, F.W. TK.	16.54	120.6	Deep tank, aft,	44.3	1122.7
Double bottom, if under Boilers only, I.C/DAM.	2.76		Deep tank, forward, ABREAST TUNNEL R & S. W.B.	37.70	159.4
Double bottom, forward, O.F. TANKS.	135.00	534.5	Other tanks, if fitted,		
Total length (if continuous) and Capacity F.W. or W.B.	51.00	65.3	(If necessary furnish further information by sketch)		

Order for Special Survey No.

Date

Dates of Surveys held while building

GGY: 1953: Sept. 15, Nov. 28, 1954: Jan. 14, Feb. 16  
DC: 1954: March 5, 34  
MH: 1953: Nov., 7, 21, 30 Dec., 3, 4, 10, 12, 15, 17, 19, 23, 24, 25, 26, 29  
1954: Jan., 5, 8, 12, 13, 16, 23  
JN: 1954: Feb., 15, 23, Mar., 12, 18, 19, 22, 23, 27, 28

Lloyd's Register  
Total No. of Visits 36