

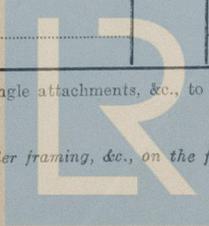
1* "OMUROSAN MARU"
PARTICULARS OF LONGITUDINAL FRAMING.

MAR 1954

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.	XX m/m	Ins.	XX m/m		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.
of L, L or C					Transverse Bulkhead					
in Bridge 'tween Decks ...					Centre Tank					
from Uppermost Continuous					Wing Tank					
Plank No. 1	Top Stringer	800x11	150x11FB	900x11-200x12FB	800x11-150x11FB					
" 2	Middle Stringer	800x11	150x11FB	900x11-200x12FB	800x11-150x11FB					
" 3	Lower Stringer	800x11	200x11FB	900x11-300x12FB	800x11-250x11FB					
" 4	(11.5 in No.1Tk.)									
m Longitudinals	450x13	125 Flg.	Spaced 760 apart.							
s in Wing Tanks	Top		Middle		Lower					
" 8	300x11		300x14		300x16					
" 9										
" 10	400x11		400x11		400x12					
" 11	300x11		300x14		300x16					
e Line Longitudinal	1,700x11	300x13FB								
r to Upper Deck	Bkt. 11	Midway Between Transverse		All Welded construction in Tanks.						
e Line Longitudinal	2,400x13	500x30FB		Transverse Bulkheads Vertical						
r to Bottom shell	With Docking Brackets 11, 125FL		11, 125FL		Corrugations					
" 16	Midway Between transverses				Longitudinal Bulkhead Longitudinal Corrugations.					
acing of (Amidships										
itudinal (At Ends										
of Longitudinals										
Transverses.										
Depth and Thickness										
Face Angles										
Lugs to Shell*.....	Centre Tank	Wing Tank								
Depth and Thickness		800 x 11.5								
Face Angles		300 x 12 FB								
Lugs to Shell*.....		Welded								
Depth and Thickness	1,180 x 11.5	1,180 x 11.5								
Face Angles	300 x 13 FB	300 x 12 FB								
Lugs to Shell*.....	Welded	Welded								
" " Back Bars										
Brackets	11	11								
" " "	3000	3000								
acing of Transverse Frames...										
* State if joggled or liners.										
inal	Bridge Deck	180 x 9.5 B.P.L.		760 Apart		Centre Tank				
s of	Upper "	250 x12 B.P.L.		760 Apart		860 x 11 - 300 x 14 F.B.				
rk or C	Second "									
	Third "					Wing Tank				
						860 x 11 - 300 x 11 F.B.				

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.



Lloyd's Register Foundation

0271 2/3

Lloyds A + CP

+ LMC 11.53 Tail Eng.

11 MAR 1954

EQUIPMENT No. 62107

LETTER 1 1/2

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.				
4755	1st Bower	102	1	9			68	19	0	0			Latest Improved Halls type	Tokyo Steel Casting Co. Ltd.	Tokyo 9.9.53 KN
4756	2nd "	102	1	9			68	19	0	0			"	"	"
4757	3rd "	100	3	0			67	16	0	0			"	"	"
	Collective weight	305	1	18				298			Tokyo 13.7.53 T.N.
4758	Stream	31	2	20	8	0	8	30	2	0	0	31	Admy. Pattern C.S. Stock	"	Tokyo 9.7.53 K.N.

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.	Make s of Cable.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire	Length and Size per Table 53.	
	Fathoms	Diam. Ins.	Statu-tory Tons.	Break-ing Tons.	Supplied Cwts.	qrs.	lbs.	Per Rufe. Cwts.	Fathoms	Diam. Ins.					Length.	Cr.		Length.	Cr.
369	334.4	2 1/2	157.5	220.5	1147.2	0		979	330	2 1/2	C.S.	Komatsu Mfg. Co., Ltd.	Komatsu 22-7-53 H. Ikeda	POWLINE	240	165	1320	240	165
														Hawsers & Warps	220	70	17.2	220	70
														"	220	80	37.7	220	70
Iron Stream Chain or Steel Wire	120	1 1/2	100.4						120	1 1/2				"					

Steering Gear, Type (Power or hand) Steam Steering Gear Alternative Means of Steering Hand

Steering Chains (Size and Test) None Windlass Steam 4 Steel Beats (Including 1 Motok)

in Holds, thickness and material 65 S.W. on 38 Sleepers (under Hatchways only) Battens, thickness, material and spacing None

Forecastle Hatchways - Steel Plates & Angles Thickness of Hatches 10m/m Plate

Forecastle Deck Hatchways No. 1 (Fwd) 3425 x 4100 No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams for Fore and Afters -

MITSUI SHIPBUILDING & ENGINEERING CO. LTD., TAMANO WORKS.

Builder's Signature J. Tanaka Senior Managing Director.

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 Ship

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Oil Tanker. 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 the Secretary's letters. The scantlings and arrangements of the ship as built are given in the Report and as shown and amended on the "Approved" and "As built" plans now on file. 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 the standards equivalent to Rule requirements. The plans of Midship Section and Profile & Elevation showing the ship as built have been checked with the approved arrangements and found in accordance. The watertight bulkheads and weather decks clear of oil tanks have been tested and all tanks, peak and double bottom and deep tanks pressure tested as required by the Rules and found tight. The requirements of the Rules Section 20 for carrying oil fuel, flash point 150°F have been complied with where applicable. The windlass and main and auxiliary steering gear have been tried under working conditions and found satisfactory. Oil fuel is carried in the Wing Tanks at forward end of engine room and in forward deep tanks. The workmanship and quality of workmanship are good. The freeboards assigned by the Japanese Government have been cut in and painted on the ship's sides.

The amount of Entry Fee £3708.000 Fees applied for, 19

Cargo Service 15.000 FEB. 25, 1954

Special Survey Fee £ Received by me, 19

Travelling Expenses, if any £ 64.500

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

I am of opinion the Vessel should be Classed +100A1 "Carrying Petroleum in Bulk."

State whether the Vessel has been built under Special Survey Yes

Certificate sent to Kobe Date of issue 28/4/54

Signature G. Young Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRIDAY - 2 APR 1954

Character assigned +100 A1 Carrying Petroleum in Bulk.

11.53 Kobe.

Lloyds A & CP. + LMC 11.53 Oil Eng.

1 DB (Exhaust Gas) 178 lb.

1 DB (WT) Primary 711 lb. Secondary 178 lb.

CL.



SRL.

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
- Construction Profile & Decks.
- Rudder.
- Stern frame.
- Bow construction.
- Stern Construction.
- Shell expansion.
- Longitudinal Bulkhead.
- Transverse O.T. Bhd.
- Double bottom engine room - (2 sheets)
- Bulkheads at Forw'd & Aft end of Superstructures.
- P.403 Particulars

As approved

- Midship Section.
- Construction Profile & Decks.

Forging & Casting Certificates:-

- Rudder Stock.
- Stern Frame.
- Tiller.

PARTICULARS OF ELECTRIC WELDING (if employed) All Electric welded with the exception of the following riveted parts. 1. Bottom shell seam P. & S. upper bilge & lower sheerstrake seam. Upper deck stringer and - Engine room tank top margin angle to shell -

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
 Cruiser Stern - Lloyds A & CP.- E.S.D. D.F. - Radar - GYC -
 Partly welded - Machinery aft - Longitudinal framing bottom & decks.

RADAR Equipment (State if fitted) Yes
 State Type or Pattern No. Mark II Model II
 State Name } Maker Sperry.
 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	64. 3. 21	Cert. No. Y4751	2.7.53	T.N.
	2nd "	64. 3. 21	Y4752	" "	
	3rd "	63. 3. 1	Y4753	9.7.53	K.N.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 116.3 ft., R.Q.D. ft, Bridge - ft, Forecastle 73.83 ft (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 70951 Signal Letters J.D.A.V. Extreme Breadth over Belting Over all Length 584.13 (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 Deck - Steel - 2nd Deck aft.

Parts of Bottom of Vessel coated with cement or approved composition Cement Wash in F. & A. Peak Tanks. Feed Water Tank and Tween Deck Fresh Water Tank

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	K. T.		Feet	K. Tons.
Double bottom, aft, F.W. only	36.4	112.6	Fore peak tank,	32.44	261.5
Double bottom, under Engines and Boilers, oil fuel	56.6	281.8	After peak tank,	22.01	72.7
Double bottom, if under Engines only, 1 c/dam	2.5	-	Deep tank, aft,		
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	42.11	931.4
Double bottom, forward,	-	-	Other tanks, if fitted,		
Total length (if continuous) and Capacity	95.5	477.4	(If necessary furnish further information by sketch)		

Order for Special Survey No.
Date

GGY:Sept.15
 TFN:March 24, April 17 May 30 June 8,22 July 3 Aug. 21
 MH: June 13,17,19,20,23,25,27 July 1,4,8,9,11,14,15,16,18,21,22,23,24, 25,28,29,30,31 Aug. 1,5,6,8,11 Sept. 26 Oct. 2,3,9,14,16 Nov. 7,13
 Total No. of Visits 38

