

STEEL STEAMER OR MOTORSHIP.

Received at London office

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

2. JAN. 1953

Port of

KOBE.

No.

1142

Survey held at

TAMANO.

Date First Survey

25. MARCH 1952

LAST SURVEY. 12. NOVEMBER

1952.

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

SINGLE SCREW

OTOWASAN MARU (MACHINERY AFT)

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

FULL SCANTLING.

State Type of Erections POOP BRIDGE & FOLE

Tonnage under
Deck...}

11.428.91.

Space or spaces
between Tonnage Dk.
Upper Dk.

0.

11.428.91.

Tonnage

12.686.83.

Tonnage

7.465.94.

REGISTERED DIMENSIONS.

FEET

536.7'

70-2 1/2'

40-3"

CLASS +100 A-1. "CARRYING State if with freeboard
PETROLEUM IN BULK" as condition of Class

NO.

FEET

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

L 531-1 1/2.

Breadth (greatest moulded)

B 70-2 1/2.

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

D 40-3.

1st Longitudinal Number (L x D)

= 22.701.

2nd Numeral L x (B + D)

= 62.299.44.

Framing Depth "d," at middle of length. See
Sec. 3 (1d)Proportions — Depth to Length — Uppermost con-
tinuous deck to top of keel

14.0.

Do. Long Bridge to
top of keel

13.2.

Draught Moulded (J.G. FREEB 2.641.)

31.66.

Built at TAMANO - JAPAN.

Launched 23. AUGUST 1952 Yard No. 569.

Builders MITSUI S.B. & E. CO. LTD.

Owners MITSUI SEMPAKU KABUSHIKI KAISHA.

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry TOKYO

If surveyed while building, afloat, or in dry

dock WHILST BUILDING.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	M.M. REGISTERED IN SHIP.	Any Departure from Approved Plans to be Noted.		M.M. REGISTERED IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	750	✓	Bracket Floors, Frame	✓	
" " from 3/8 length amidships to Collision bulkhead	685	✓	" " Reversed Frame	✓	
" " in peaks	610	✓	" " Vertical Struts	✓	
DE FRAMING.			Centre Girder, depth and thickness amidships	1300 x 14.5.	✓
Frame Amidships, Angle, E or T	250 12.	✓	" " top Angles	WELDED	✓
" " Extends up to	UPPER DECK.	✓	" " bottom Angles	WELDED	✓
Reversed Frame Amidships, Angle	✓	✓	Side Girders, No. each side and thickness	3-25-18-12.	✓
" " Extends up to	✓	✓	Margin Plate depth (excl. of flange) and thickness	FLAT TANK TOP	✓
Depth of Framing Girder	250	✓	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	✓	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or [✓	✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	✓	✓
" " Second 'tween Decks, Angle, [or [✓	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem	✓	✓
" " Third " " " "	✓	✓	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	✓	✓
" " from 1/2 len. for'd. to 15% len. from Stem	300 90 12/15.5.	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	3868 @ 12.	✓
" " in peaks, Angle or T	250 90 12.	✓	INNER BOTTOM PLATING.		
Number and Spacing of Rivets through Frame and Shell Plating amid- ships	WELDED.	✓	Breadth and thickness of Middle Line Strake	1800 @ 15. 32. BED PLATE.	✓
State if Frame Joggled	SHEER STRAKE ONLY	✓	Thickness of remainder in Holds	15.	✓
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. and space and fram- ing 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. (LONGITUDINALS.)		
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, E or T	250 12.	✓
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, [or [250 12.	✓
Height of Brackets at side above base line at toe of frame			Spacing	760	✓
Middle Line Keelson, on Floors, Angles, [or [Second Deck, amidships, Angle, [or [✓	✓
" " Through Plate or Inter- costal Plate			Spacing	✓	✓
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [or [✓	✓
" " Flat Plate Keel Angles			Spacing	✓	✓
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [or [✓	✓
" " thickness of Intercostal Plate			Spacing	✓	✓
" " Angles			Poop Deck, Angle, E or T	200 10.	✓
DOUBLE BOTTOM. ENGINE ROOM.			Spacing	610. 750.	✓
Solid Floors, thickness and spacing	13 @ 750.	✓	Bridge Deck, Angle, E or T	200 10.	✓
" " Are Frame and Reversed Frame joggled?	WELDED FLOORS.	✓	Spacing	750	✓
Bracket Floors, breadth and thickness at middle line	✓	✓	Forecastle Deck, Angle, E or T	230 11.	✓
" " breadth and thickness at margin plate	✓	✓	Spacing	685 & 610	✓

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Lloyd's Register
Foundation

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		✓		Stringer Plate, breadth and thickness way of Bridge		✓	
" in 'tween Decks, Size and Spacing		✓		Thickness of Plating abreast Deck openings in way of Wells		✓	
" " " " "		✓		Thickness of Plating abreast Deck openings in way of Bridge		✓	
" in Holds	230 x 11 DIA. 350 x 13 DIA.	✓		Thickness of Plating within line of openings		✓	
2. LONGITUDINAL " " " "		✓		If Sheathed, material and thickness		✓	
Centre Line Bulkheads.				Third Deck.			
Stiffeners and Spacing (PLATING).	18 to 11.	✓		Stringer Plate, breadth and thickness		✓	
Plating, thickness of	corrugated			If Plated, state thickness		✓	
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness		✓	
Stringer Plate, breadth and thickness in Wells	1800 24	✓		If Plated, state thickness		✓	
" " " " in way of Bridge	1800 29	✓		Peop Deck.			
" Angle in Wells	200 200 25.	✓		Stringer Plate, breadth and thickness	1800 8.5		
Thickness of Plating abreast Deck openings in way of Wells	2 STRAKES. 17.	✓		Plating, Sheathing, material and thickness	8. 125-65. 99		
Thickness of Plating abreast Deck openings in way of Bridge	3 STRAKES. 24.	✓		Bridge Deck.			
Thickness of Plating within line of openings		✓		Stringer Plate, breadth and thickness	1800 8.5		
If Sheathed, material and thickness		✓		Plating, Sheathing, material and thickness	8.5		
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells		✓		Stringer Plate, breadth and thickness	1800 8.5		
				Plating, Sheathing, material and thickness	8.5		

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				EDGES.				
	AMIDSHIPS.		FORWARD	AFT.	State if joggled?		BUTTS.		
	Breadth.	Thickness.	Thickness.	Thickness.	SINGLE OR DOUBLE.	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.	STRAPPED OR LAPPED.
Flat Plate Keel	1500	28.	28	28	D.R.	25 100	WELDED		
" Dblg. (if any)		✓							
Bottom Plating, No. of Strakes		21.5	21.	A.B. 15. C. 16.	WELDED.				
Bilge Plating, No. of Strakes		21.5	21.5	21.	D.R.	25 94			
Side Plating, No. of Strakes		18.5	13	13.	WELDED.				
Upper Deck, Sheer-strake in Wells	1700	27.	13.	13.	D.R.	25 94.			
Upper Deck, Sheer-strake in Bridge		✓			✓				
Strake below Sheer-strake in Wells		✓			✓				
Strake below Sheer-strake in Bridge		✓			✓				
Peop side Plating		11.5			WELDED.				
Bridge Side Plating		11.5.			WELDED				
Forecastle Side Plating			11.5.		WELDED.				

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3c)	14
Deck next below	
As per Rule	

FORGINGS AND CASTINGS.

	Castings or Forging.	Scantlings.	Maker's Name.	Any Dep. from App. Plans to be
KEEL, Bar		✓		
STEM		PLATE 28-12.		
STERN FRAME	Propeller Post	CAST STEEL AS APPROVED.		
	Rudder	SUMITOMO METAL WORKS.		
Speed of Vessel		14 KTS.		
RUDDER—Type		BALANCED - RETENTION.		
" A x D		See plan		
" Diam. of head		340.		
" Mainpiece at top pintle		✓		
" heel		✓		
" how constructed		PLATES & DIAPHRAGMS.		
" double or single plate coupling, vertical or horizontal		DOUBLE		
		HORIZONTAL.		

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	✓				
" " Second "	✓				
" " Third "	✓				
" " Holds	13.5/11.	VERTICAL CORRUGATIONS	3 GIRDERS.		
COLLISION " (in Hold)	14/6.5.	150 x 90 x 9. I	610.	BOX BEAM. 610 x 10.	300 x 90 x 12.5-5 C
AFTER PEAK "	13.5/7.5	230 x 11. B.P.	610.		

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)	YAWATA STEEL WORKS - KAWASAKI STEEL WORKS. FUJI STEEL WORKS (HIROHATA)
	Has the Steel been tested as required by the Rules?	YES.

OTOWASAN MARU.

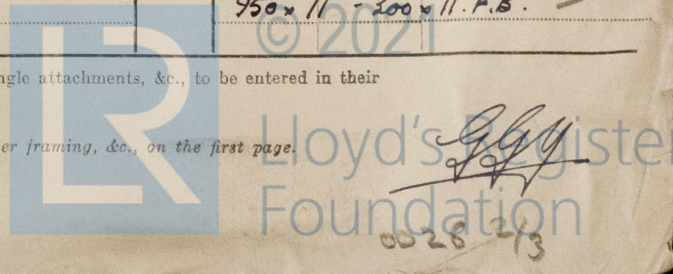
PARTICULARS OF LONGITUDINAL FRAMING.

1142

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.	
		Length.	Diam.	Statu- ing.	Length.	Diam.	Statu- ing.			Diam.	Speng.	Inches.	Number.	Diameter.	
of L, L or C					SHELL.			CENTRE TANK		WING TANK.					
n Bridge 'tween Decks ...		Top STRINGER.			800 x 11 - 150 FL.			870 x 11 - 180 x 14 F.B.		710 x 11 - 130 x 14 F.B.					
from Uppermost Continuous		MIDDLE STRINGER			800 x 11 - 150 FL.			870 x 11 - 180 x 14 F.B.		710 x 11 - 130 x 14 F.B.					
s No. 1		LOWER STRINGER.			800 x 11 - 150 x 14 F.B.			1100 x 11 - 220 x 20 F.B.		900 x 11 - 100 FL.					
" 2															
" 3															
ONGITUDINALS.		450 x 13 - 150 FL.			SPACED 760 APART.										
" 4															
" 5		TOP			MIDDLE			LOWER							
" 6		300 x 11.			300 x 14.			300 x 17.							
WING TANKS.		400 x 11.			400 x 11.			400 x 11.							
" 7															
" 8															
" 9		300 x 11.			300 x 14.			300 x 17.							
E LONGITUDINAL		1670 x 11. 300 x 12. F.B.						ALL WELDED CONSTRUCTION							
UPPER DECK.								IN TANKS.							
" 10															
" 11		B.KTS. 11. MIDWAY BETWEEN TRANSVERSES													
" 12															
E LONGITUDINAL		2400 x 13. 500 x 30 F.B.						TRANSVERSE BULKHEADS VERTICAL							
BOTTOM SHELL.								CORRUGATIONS.							
" 13		WITH DOCKING BRACKETS													
" 14		MIDWAY BETWEEN TRANSVERSES.						LONGITUDINAL BULKHEADS LONGITUDINAL							
" 15								CORRUGATIONS.							
" 16															
ing of (Amidships															
itudinal															
frames (At Ends															
Tank Top Longitudinals															
Bottom															
Longitudinals															
(Amidships															
(At ends...															
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. F.B.													
Lugs to Shell*		WELDED.													
Depth and Thickness		1170 x 11.5.			1170 x 11.5.										
Face Angles		300 x 13. F.B.			300 x 12. F.B.										
Lugs to Shell*		WELDED.			WELDED.										
" " Back Bars															
Brackets		11.			11										
ing of Transverse Frames...		3000.			3000										
* State if joggled or liners.															
linal															
of															
or C															
Bridge Deck															
Upper		250 x 12. B.P.			250 x 12. B.P.			760 APART.							
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.



EQUIPMENT No. 60769

LETTER 47

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.				
3005.	1st Bower	99	3	24				67	5	0	0	1066	LATEST IMPROVED HALLS TYPE	TOKYO STEEL CASTING CO. LTD.	TOKYO 14.4.52. K.N.
3006	2nd "	99	2	8				67	5	0	0		"	"	"
3007.	3rd "	99	1	14				67	5	0	0		"	"	"
	Collective weight	298	3	18								298			
3008	Stream	32	1	2	8	0	19	30	10	0	0	31	ADMY PATTERN C.S. STOCK	"	"

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.	Stam.	Break.	Supplied.	Per Rule.		Length.	Diam.					Length.	Dis.		Length.	Dis.
270	332.7	2 9/16	1634	228.7	1134. 2. 14	1317		330	2 1/8	C.S.S.L.	KOMATSU MFG. CO. LTD.	KOMATSU 25.6.52. H.I.	POWLINE	130	6 1/2	130	130	5 1/2
														20			20	
														120	2 3/4	16.7	120	2 3/4
														20			20	
														120	8	hanks	120	2 3/4
																		8"
on Stream Main or Test Wire	120	5 1/2	91.1					120	5 1/2									

steering Gear, Type (Power or hand) STEAM. (79 H.P.)

Alternative Means of Steering HAND.

steering Chains (Size and Test) NONE.

Windlass STEAM.

Beats 4-STEEL.

ciling in Holds, thickness and material 65. S.W. ON 50 BATTENS. (FORE HLD)

Cargo Battens, thickness, material and spacing 150 x 50. S.W. VERTICAL 150 x 50. S.W. (FORE HLD)

Cargo Hatchways. (Upper Deck) FORECASTLE STEEL PLATES & ANGLES.

Thickness of Hatches 10 3/4 PLATE - SUITABLY STIFFENED.

Hatchways No. 1 (Fwd)

3.425 x 4.100

No. 2

No. 3

No. 4

No. 5

No. 6

r of Shifting Beams
(or Fore and Afters)

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

Builder's Signature

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 YES MOTORSHIP
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ✓ 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 "As Approved" and "As Built" 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 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. The weather decks clear of the oil tanks and W.T. and above peak tank forward have been hosetested and found satisfactory.

The peak tanks, all cargo tanks, deep tank forward, engine room D.B. tanks & cofferdams, breeed water tanks and F.O. tanks aft., have been tested as required by the Rules and found satisfactory.

The requirements of section 20 of the Rules, where applicable for the carriage of oil in bulk, having a flash point above 150°F have been complied with. The windlass, steering and auxiliary gear have been tried under working conditions and found satisfactory. The assisted freeboards have been marked on the ships sides, verified & cut in. The oil fuel is carried in the bunkers at the forward end of engine room P & S, E.R. double bottom & forward tank.

The amount of Entry Fee ¥362,880
Special Survey Fee ¥ :
General ¥18,000
Traveling Expenses, if any

Fees applied for,
2 JAN. 1953
Locally
Received by me,
19

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

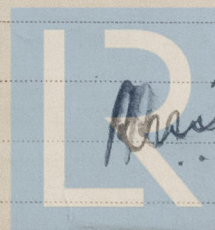
I am of opinion the Vessel should be Classed +100 A-1
"CARRYING PETROLEUM IN BULK."

State whether the Vessel has been built under Special Survey YES.Signature G. Young + H. Maynard
Surveyor to Lloyd's Register of Shipping.Certificate to be sent to KOBE

Date of issue

Committee's Minute TUES. 27 JAN 1953

Character assigned

+100A1 Carrying Petroleum in Bulk.Lloyds A+CP.+LMC. 11.522 DB 180 lb.CL.White Kob.

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CLASSIFICATION
CERTIFICATES WRITTENLloyd'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).

THE FOLLOWING PLANS ARE ENCLOSED.

AS BUILT.

MIDSHIP SECTION

CONSTRUCTIONAL PROFILE & DECKS

RUDDER

STERNFRAME

BOW CONSTRUCTION

STERN CONSTRUCTION

SHELL EXPANSION.

LONGITUDINAL BHDS.

TRANSVERSE. O.T. BHDS.

DOUBLE BOTTOM. (ENGINE ROOM) 2 SHEETS.

BHD AT FORE & AFT ENDS. BHD OF SUPERSTRUCTURES.

AS APPROVED.

MIDSHIP SECTION.

CONSTRUCTIONAL PROFILE & DECKS

FORGING & CASTING CERTIFICATES.

RUDDER STOCK.

STERN FRAME

TILLER.

RUDDER CASTING.

PARTICULARS OF ELECTRIC WELDING (if employed) SHELL BUTTS & SEAMS (WITH THE EXCEPTION OF SHEER, BILGE & KEEL SEAMS)

UPPER DECK BUTTS & SEAMS (STRINGER ANGLES RIVETED) ALL THE REMAINDER OF DECKS, HOUSES, CASINGS, FRAMES, DECK & BOTTOM TRANSVERSES, LONGITUDINALS & GIRDERS, BULKHEAD PLATING & STIFFENERS & TANK TOPS.

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

CRUISER STERN - LLOYDS A & C.P. - 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 O.

State } Maker SPERRY.
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	63.1.24.	CERT NO. 3001.	14.4.52.	K.N.
2nd "	63.1.2.	" " 3002	20.3.52	K.N.
3rd "	63.0.19.	" " 3003	20.3.52.	K.N.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 119.9 ft., R.Q.D. ✓ ft., Bridge 41.8 ft., Forecastle 79.31 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 69446 Signal Letters J.A.V.B. Extreme Breadth over Belting ✓ Over all Length 564'0 (Circ. 1611) (Circ. 1703)

No. and Material of Decks 1 STEEL - 2ND DECK AFT.

Parts of Bottom of Vessel coated with cement or approved composition FORE & AFT PERKS - D.B. & TWEEN DECK. F.W. TANKS.

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, FRESH WATER	37.96.	112.7.	Fore peak tank,	23.74.	169.0.
Double bottom, under Engines and Boilers, C/DAM.	2.50		After peak tank,	22.01.	70.3.
Double bottom, if under Engines only, OIL FUEL.	64.02	362.8	Deep tank, aft,	14.14.	330.3.
Double bottom, if under Boilers only,			Deep tank, forward,	44.36	1016.5
Double bottom, forward,			Other tanks, if fitted, N ^O 1. F.W. TK. TWOK. 0-6.	12.01	181.6
Total length (if continuous) and Capacity	104.48	FW 408	N ^O 2. F.W. TK. CRUISER STERN	19.68	66.1

Order for Special Survey No.

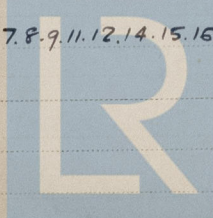
Date

Dates of Surveys held while building

G.G.Y. 1952. MARCH. 25. APRIL. 17. MAY 16. JUNE 2. JULY 3. 21. AUG. 20. SEPT. 25. OCT. 13. 28

M.H. 1952 JUNE 13. JULY 7. 10. 15. 18. 21. 22. AUG. 1. 2. 4. 5. 6. 7. 8. 9. 11. 12. 14. 15. 16. 17. 21. SEP. 4. 11. 15. OCT. 6. 13. 17. 22. 24. 31

Nov. 4. 7. 12.



Lloyd's Register Foundation
Total No. of Visits 44.