

5c.8,50. T. (MADE AND PRINTED IN ENGLAND.)

012624 - 012630 - 0246<sup>1/3</sup>



## PILLARS AND DECKS.

		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.			INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows</b> .....				Stringer Plate, breadth and thickness in 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 ,, ,, ,,				Thickness of Plating within line of openings...			
,, ,, ,, ,, ,,				If Sheathed, material and thickness.....			
<i>Longitudinal</i> Centre Line Bulkhead. Stiffeners and Spacing .....		230 x 11 B.P. increasing to 350 x 12 plate fl. 120 Spacing 760		<b>Third Deck.</b> Stringer Plate, breadth and thickness.....			
Plating, thickness of .....		11-5 to 15		If Plated, state thickness .....			
<b>STRINGERS AND DECKS.</b> <b>Uppermost Continuous Deck.</b> Stringer Plate, breadth and thickness in Wells		2485 x 28	✓	<b>Fourth Deck.</b> Stringer Plate, breadth and thickness.....			
,, ,, ,, ,, in way of Bridge		2485 x 34	✓	If Plated, state thickness.....			
,, Angle in Wells .....		200 x 200 x 25	✓	<b>Poop Deck.</b> Stringer Plate, breadth and thickness.....		9 breadth variable (12 & 14 at poop front)	
Thickness of Plating abreast Deck openings } in way of Wells .....		28	✓	Plating, Sheathing, material and thickness ...		9 & 8 no sheathing	
Thickness of Plating abreast Deck openings } in way of Bridge.....		28	✓	<b>Bridge Deck.</b> Stringer Plate, breadth and thickness.....		1400 x 9	✓
Thickness of Plating within line of openings...		28	✓	Plating, Sheathing, material and thickness ...		8 Sheathed pins 65	✓
If Sheathed, material and thickness.....		no	✓	<b>Forecastle Deck.</b> Stringer Plate, breadth and thickness.....		1600 x 10	✓
<b>Second Deck.</b> Stringer Plate, breadth and thickness in Wells		-		Plating, Sheathing, material and thickness...		9 not sheathed	✓

## SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	Upper EDGES. State if joggled? <i>no</i> ✓			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches. <i>mm</i>	Inches.	Inches. <i>mm</i>	Inches.		Inches.	Inches.		Inches.	Inches.		
Flat Plate Keel.....	1600	30 ✓	30 ✓	30 ✓		Double	28	115 ✓				
„ Dblg. (if any)	-	-	-	-								
Bottom Plating, No. of Strakes .....3.....	A B C	24 ✓	(A) 18 ✓	(A) 16 ✓		(B) welded -	-	-				
			(B.C) 15 ✓	(B.C) 15 ✓		(A.C.) Double	28 ✓	115 ✓				
Bilge Plating, No. of Strakes .....One.....	D	25 ✓	-	-		Double	28 ✓	115 ✓				
Side Plating, No. of Strakes .....5.....		19.5 ✓	15 ✓	14.5 ✓		welded	-	-				
Upper Deck, Sheer- strake in Wells...L.....		1800	33 ✓	15 ✓	14.5 ✓		-	-				
Upper Deck, Sheer- strake in Bridge ...		-	-	-	-		-	-				
Strake below Sheer- strake in Wells...K.....		-	20 ✓	15 ✓	14.5 ✓		Double	25 ✓	100 ✓			
Strake below Sheer- strake in Bridge ...		-	-	-	-		-	-				
Poop Side Plating.....		-	-	-	12.5 ✓ (15 at front)		welded					
Bridge Side Plating.....		-	13 ✓	-	-		welded					
Forecastle Side Plating		-	-	13 ✓	-		welded					

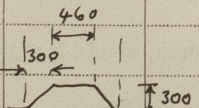
## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c).....	16
„ Deck next below.....	—
As per Rule.....	—

15 for records.

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar .....	-	-		
STEM .....	M. S. plate			
STERN FRAME {	Propeller Post	Casting	As	Sumitomo
{	Rudder	Appd.		
Speed of Vessel .....	16½ knots			
RUDDER—Type .....	Semi-Balanced			reaction
" A × D .....	791 ft <sup>3</sup>			
" Diam. of head .....	Forging 400 mm dia			Kobe Steel Works
" Mainpiece at top pintle	Casting	As		Kobe Steel Works
" " heel	Appd.			
" how constructed .....	welded			
" double or single plate	double			15 mm
" coupling, vertical or horizontal .....	horizontal			

			Plating Thickness.	STIFFENERS.			
				VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP	BULKH'D,	Upper 'tween decks					
"	"	Second					
"	"	Third					
"	"	Holds Tanks					
			14-12 \$ 11-5	 Corrugated vertically	3 girders as approved		
COLLISION		(in Hold)	14-7	250 x 90 x 11/14-5 10.A 760 150 x 90 x 12 1.0.A 760		Changers as approved	
AFTER PEAK			16-8	150 x 90 x 12 1.0.A 640 125 x 75 x 10 1.0.A 438			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Open Hearth*  
*Yawata & S Co.; Fuji & S Co.; Nippon Steel Tube Co.; Japan Steel Works*  
*Kawasaki Steel Works*  
Has the Steel been tested as required by the Rules? *yes*



## PARTICULARS OF LONGITUDINAL FRAMING.

29 SEP 1953

[illegible]

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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Lloyd's Register  
Foundation

012624 - 012630 - 0246<sup>2/3</sup>



- 9 SEP 1953

EQUIPMENT No. 78,815

LETTER n f 2<sup>13</sup>/<sub>16</sub>

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.				
242	1st Bower	124	3	5	Stockless			76	18	-	-	127		Hall's type	Komatsu Mfg Co. Ltd.	Komatsu 30/1/53 HI
243	2nd "	124	0	1	do.			76	18	-	-	-		do.	do.	do
244	3rd "	124	0	1	do.			76	18	-	-	-		do.	do.	do
	Collective weight	372	3	7								362				
245	Stream	40	3	21	10	2	14	37	2	-	-	39		Admiralty type	do.	do

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.	Statutory.	Breaking.	Supplied.	Per Rule.		Fathoms.	Diam.					Fathoms.	Ins.		Fathoms.	Ins.
329	336-4	2 13/16	186 3/4	261 5/8	1462-2-0	1317		330	3 3/8	C.S. Stud Link	Komatsu Mfg Co. Ltd.	Komatsu 30/8/52 & 7/1/53 H.I.	TOWLINE	145	7	158-1	140	7
													HAWSERS & WARPS	4 @ 109	3 1/4	31-3	-	(6x24)
														6 @ 109	3 1/2	36-4	-	-
														8 @ 137	10"	manila 120	6 @ 120	8
														4 @ 109	8 1/2	manila -	-	-
Stream Chain of Steel Wire	156	6"	-	111-4 5/8	-	-		150	6"	F.S.W.R.	Toyo Wire Rope Mfg Co	Gymnarsan 21/2/53 K.T.						

Steering Gear, Type (Power or hand) Electro-hydraulic (2 motor) Alternative Means of Steering Hand

Steering Chains (Size and Test) none Windlass Steam Boats 4 Steel lifeboats (1 with motor)

Stowage in Holds, thickness and material under hatch in dry cargo hold 65 mm Sugi Cargo Battens, thickness, material and spacing 50 Sugi 150

Cargo Hatchways.-(Upper Deck) of steel adequately supported Thickness of Hatches 13 mm steel

Size of Hatchways No. 1 (Fwd.) 30 O.T. hatchways 1500 x 700 No. 2 dry cargo hatch within frame 3400 x 4000 No. 3  No. 4  No. 5  No. 6

Number of Shifting Beams and/or Fore and Afters none

Builder's Signature

M. Fujie

THE HARIMA SHIPBUILDING  
ENGINEERING COMPANY, LTD.  
5292 Aioi, Aioi-shi,  
Hyogo-ken, Japan.

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 Yes

(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).

The vessel 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 ship as built are as given in the Report and as shown and amended the "Approved" and "As Built" plans now forwarded. All modifications or alterations to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with equivalent to the Rule requirements. The plans of Midship Section and Profile & Deck showing the ship as built have been checked with the approved arrangements and found in order. The watertight bulkheads and weather decks clear of oil tanks have been tested and all cargo tanks, peak, double bottom and deep tanks pressure tested as required by the Rules and found tight. The requirements of the Section 20 for carrying oil fuel, flash point above 150°F, have been complied with where applicable. The windlass, 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 materials 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 ¥469,000 Fees applied for, 27. AUG 1953

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

Special Survey Fee ¥29,370 Received by me, 19

I am of opinion the Vessel should be Classed +100 A1

State whether the Vessel has been built under Special Survey Yes

for G.G. YOUNG & Self for K. TABUCHI & Self  
Signature G. G. Young K. Tabuchi  
Surveyors to Lloyd's Register of Shipping.

Certificate to be sent to Kobe Date of issue 30/10/53

Committee's Minute FRIDAY 16 OCT 1953

Character assigned +100 A1 Carrying Petroleum in Bulk.  
5.53 Kobe Fitted for Oil Fuel 6.53 F.P. above 150°F.  
Lloyds A7C1 +LMC 6.53  
 2 W.T.B. 640 lb. (Spt. 583 lb.)  
 DB 100 lb. FD. CL.

Note SRL.

012624-012630-02463/3



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.)

This vessel which is also classed with Nippon Kaiji Kyokai, is a sister ship to the same Builder's Yard No. 473, "YUHO MARU", Kobe First Entry Rpt. No. 1361

The following "As Built" plans are forwarded herewith:—

Midship Section ✓

Profile & Deck Sheet 1 ✓

" " " 2 ✓

Stem ✓

Stemframe ✓

Rudder ✓

Shell Expansion ✓

Longit. Bulkheads ✓

Transverse Bulkheads ✓

Low Construction ✓

Stern Construction ✓

General Arrangement ✓

Double Bottom ✓

Pumping ✓

Capacity Plan ✓

P. 403 Steel ✓

The following Forging & Casting Certificates are attached:—

Stemframe M12502, Rudder Stock M13404, Rudder Mainpiece M12973;  
Steering Engine pistons etc M12662

The freeboards have been assigned by the Japanese Government. Verification of Marking form C12(c) No. F1536 forwarded herewith.

PARTICULARS OF ELECTRIC WELDING (if employed) All shell butts; Shell seams except keel, A strake, bilge strake & sheerstrake; Transverse frames to shell except in peaks; Deck & shell longitudinal to shell also web frames; All structure in cargo tanks; Deck seams & butts; beams & girders to decks; Bulkhead seams, butts, stiffeners & boundaries; Double bottom plating floors & girders; Superstructure & deck houses.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book Lloyd's A & C P; pt. Elec. welded; Longit. framing in cargo tanks; Radar; E.S.D; Lylc; Cruise stern.

RADAR Equipment (State if fitted) Yes  
State Type or Pattern No. 8 F.T.  
State Name and/or of Supplier Sperry Gyroscope Co.

Particulars of Drop Test of Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	75 cwt	0 qrs.	21 lbs.	H.I.	A 13920	10/3/53
2nd "	74 "	3 "	5 "	H.I.	A 13921	10/3/53
3rd "	74 "	3 "	5 "	H.I.	A 13922	10/3/53
	40 "	3 "	21 "	H.I.	A 13961	13/3/53

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 131.1 ft., R.Q.D. — ft., Bridge 44.9 ft., Forecastle 85.6 ft.

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

Official No. 70273 Signal Letters J A T N Extreme Breadth over Belting — Over-all Length 639.0 ft.

No. and Material of Decks One; steel

Parts of Bottom of Vessel coated with cement or approved composition F & A peak tanks; 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,	Feet only 25.4	Tons.	Fore peak tank,	Fresh water only	(331.9)
Double bottom, under Engines and Boilers,	Bilge well 5.0	—	After peak tank,	W. B.	34.1
Double bottom, if under Engines only,	L.O. & Feed 62.3	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tanks forward,	f 96-116 F.O. or W.B.	44.2 1705.6
Double bottom, forward,	—	—	Other tanks, if fitted,	—	—
Total length (if continuous) and Capacity	—	—	(If necessary furnish further information by sketch.)	—	—

Order for Special Survey No.

Date

Dates of Surveys held while building

G.G.Y. 24<sup>th</sup> Sept 19<sup>th</sup> Oct; 27<sup>th</sup> Oct. 2<sup>nd</sup> Dec. 1952; 15<sup>th</sup> Jan 1953  
J.N. 7<sup>th</sup> 17<sup>th</sup> 19<sup>th</sup> 24<sup>th</sup> Nov; 1<sup>st</sup> 8<sup>th</sup> 15<sup>th</sup> 17<sup>th</sup> 20<sup>th</sup> 22<sup>nd</sup> 24<sup>th</sup> 27<sup>th</sup> Dec 1952; 10<sup>th</sup> 12 17 19 21 24 26 28  
31<sup>st</sup> Jan; 2 4 5 9 11 15 16 17 19 21 23 25 26 28<sup>th</sup> Feb; 2<sup>nd</sup> 6 9<sup>th</sup> 10<sup>th</sup> Mar; 15 27<sup>th</sup> Apr. 26 May  
K.T. 27<sup>th</sup> Oct 31<sup>st</sup> Oct. 1952  
T.F.N. 15<sup>th</sup> Jan 4<sup>th</sup> Feb. 24<sup>th</sup> Feb. 23<sup>rd</sup> Mar. 7<sup>th</sup> Apr. 6<sup>th</sup> May 1953  
Total No. of Visits 56