

KOBE

m.s. "OCEANIA MARU"

CLASS +100A1

State if with freeboard
as condition of Class

Built at Hiroshima

Launched 21st April, 1958 Yard No. 137

Builders Mitsubishi S.B. & Eng., Co., Ltd.

Owners Mitsubishi Kaiun K.K.

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 afloat and in drydock
Last seen in drydock 5/7/58

8,109.57

Tonnage 8,906.05

Tonnage 5,414.01

REGISTERED DIMENSIONS.
FEET

469.53

63.65

40.03

Length from fore part of stem to after part of stern } L 459.32
post on summer L.W.L. See Sec. 3 (1a)

Breadth (greatest moulded) B 63.65

Depth, at middle of length from top of keel to top } 40.03

of beam at side of uppermost continuous } D
deck. See Sec. 3 (1c)

1st Longitudinal Number (L x D).....=

100-108g

2nd Numeral $L \times (B + D)$ =

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

Proportions.—Depth to Length—Innermost con-

Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel

Do. Long Bridge to }

top of keel } -----

Draught Moulded 28-78

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP. m/m	Any Departure from Approved Plans to be Noted.		IN SHIP. m/m	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....	800	/	Bracket Floors, Frame	Welded	/
" " from 1/2 length amidships to Collision bulkhead.....	685	/	" " Reversed Frame.....	Welded	/
" " in peaks	610	/	" " Vertical Struts	1200x13.5	/
IDE FRAMING.			Centre Girder, depth and thickness amidships	Welded conn.	/
Frame Amidships, xxxxxx I 300x90x11/16	/		" " top Angles	Welded conn.	/
" " Extends up to Lower Dk.	Nil	/	" " bottom Angles.....	19.5	/
Reversed Frame Amidships, Angle	300	/	Side Girders, No. each side and thickness.....	1030x14	/
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	Welded	/
Depth of Framing Girder.....	200x10	/	" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Welded	/
Frames in Uppermost Continuous 'tween	200x10	/	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	400x250x12.5	Every Frame No. 7
Decks, xxxxxx Bulb plate	230x12	/	" " Gussets, spacing and scantling abaft 1/4 len. from stem.....	1550x12.5	/
" " Second 'tween Decks, xxxxxx Bulb plate	300x90x11/16	/	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	(1370)x13- 11	/
" " Third " " " "	310 10013/18	/	Tank Side Brackets, height above base line at toe of Frame and thickness		/
" " from 1/2 len. for'd. to 15% len. from Stem xxxxxx Bulb plate	230 12	/	INNER BOTTOM PLATING.		
" " in Peaks, xxxxxx		/	Breadth and thickness of Middle Line Strake.....	12/10.5	/
Diameter and Spacing of Rivets through Frame and Shell Plating amid- ships	Welded	/	Thickness of remainder in Holds	As approved	/
State if Frame Joggled.....	Yes	/	Are Rule requirements complied with regard- ing increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room ?.....	See Rpt. 1*	/
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved ?	Yes	/	BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved ?.....	Yes	/	Uppermost Continuous Deck, amidships in Wells, Angle, [or]	- - -	/
SINGLE BOTTOM.			" " in way of Bridge, Angle, [or]	250 x12	/
Floors, Depth and thickness at mid-line in Holds.....			Spacing	800	/
Height of Brackets at side above base line at toe of frame.....			Second Deck, amidships, xxxxxx T	230x12	/
Middle Line Keelson, on Floors, Angles, [or]			Spacing	800	/
" " " Through Plate or Inter- costal Plate			Third Deck, amidships, xxxxxx T	800	/
" " " Foundation Plate on Floors			Spacing.....	-	/
" " " Flat Plate Keel Angles			xxxxxx	-	/
Side Keelsons, No. each side.....			Spacing.....	-	/
" " thickness of Intercostal Plate.....			xxxxxx	-	/
" " Angles			Spacing.....	-	/
DOUBLE BOTTOM.			Bridge Deck, Angle, xxxxxx T	125x75x7	/
Solid Floors, thickness and spacing	11.5 at (2400 m/m / 1600 m/m)	/	Spacing.....	200x10	/
" " Are Frame and Reversed Frame joggled ?	875x10.5	/	Forecastle Deck, Angle, xxxxxx T	685	/
Bracket Floors, breadth and thickness at middle line	800x11 (min)	/	Spacing.....		/
" " breadth and thickness at margin plate.....		/			/

PILLARS AND DECKS.

PILLARS, No. of Rows		MM. IN SHIP.	Any Departure from Approved Plans to be Noted.
One (1 P. & S.)			
in 'tween Decks, Size and Spacing		in accordance with approved plans	
in Holds			
Centre Line Bulkhead.			
Stiffeners and Spacing No. 4 Deep Tank		180x90x9/14-230x90x10/15	
Plating, thickness of		8 - 12	
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, thickness		23	
Deckhouse		25	
Angle in Wells		200x200x25	
Thickness of Plating abreast Deck openings in way of Wells		22	
Thickness of Plating abreast Deck openings in way of Deckhouse		22	
Thickness of Plating within line of openings		9.5	
If Sheathed, material and thickness		Unsheathed	
Second Deck.			
Stringer Plate, breadth and thickness in Wells		1650x10/12	

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.		
	AMIDSHIPS.		FORWARD.	AFT.		State if Joggled? <u>No</u>	SINGLE OR DOUBLE.	RIVETS.	No. of ROWS of RIVETS.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.						Diam.	Spacing cr. to cr.
Flat Plate Keel.....	1360	22.5	22.5	22.5		Keel/A 2R	22	4 1/2 dia.			
„ Dblg. (if any)	A, B, C, D	17	20.5	14		A/B, B/C, C/D		Welded			
Bottom Plating, No. of Strakes.....4	E	17	18	14		D/E 2R	22	4 1/2 dia.			
Bilge Plating, No. of Strakes.....1	F, G, H, J, L	17	13 17	13		E/F		Welded			
Side Plating, No. of Strakes.....5	1595	21.5	14	14		F/G, 2R, G/H, H/J, J/L	22	4 1/2 dia.			
Upper Deck, Sheer- strake in Wells.....5	-	-	-	-		L/M 2R	22	4 1/2 dia.			
Upper Deck, Sheer- strake in Bridge.....1	-	-	-	-		M/S		Welded			
Strake below Sheer- strake in Wells.....1	1445	17	13	13		Sheerstrake to Stringer angle	25	5 dia.			
Strake below Sheer- strake in Bridge.....	-	-	-	-		2R Reeled					
Poop Side Plating.....	-	-	-	-							
Bridge Side Plating.....	-	-	-	-							
Forecastle Side Plating	-	-	11	-							

WATERTIGHT BULKHEADS.

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

FORGINGS AND CASTINGS.

KEEL, Bar		Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
STEM		Flat plate	22.5		
STERN FRAME		Rolled Plate			
Propeller Post		Cast Steel	Mitsubishi		
Rudder		Hiroshima			
Speed of Vessel		16.1 knots.			
RUDDER—Type		Balanced type			
A x D.		1353			
Diam. of head		315mm		Kawasaki Steel Co.	
Mainpiece at top pintle					
heel					
how constructed		Fabricated			
double or single plate coupling, vertical or horizontal		Double plate			
		Horizontal			

		STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
Plating Thickness.		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD, ¹²⁰ Upper 'tween decks		7 - 8	125x75x7	1A 875	-
''	''	Second	8-8.5	150x90x9LA	875
''	''	Third	-9.5	-	-
''	''	Holds	9.5-12.5	300x90x13/17LA	875max.
COLLISION		(in Hold)	11.5	200x10 B.PL	625
AFTER PEAK			7.5-13	150x90x9	700

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). Open hearth process
 Yawata Iron & Steel Co., Ltd., Fuji Iron & Steel Co., Ltd., Kawasaki Steel Corp., Yamato
 Seiko Kabushiki Kaisha, Amagasaki Steel Corp.

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

EQUIPMENT No. 4596.52

LETTER dt

ANCHORS.

PARTICULARS OF LONGITUDINAL FRAMING.

FE-6032

FRAMING.

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.	
									Diam.	Spang.			Number.	Diameter.
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.			Inches.	
of L, C or E														
in Bridge 'tween Decks														
from Uppermost Continuous Deck														
k														
No. 1														
2														
3														
4														
5														
6														
7														
8														
9														
10														
11														
12														
13														
14														
15														
16														
ing of Longitudinal Frames														
Amidships														
At Ends														
m/m														
Tank Top Longitudinals		210x11	B.PL	210	x	11	B.PL							
Bottom		230x11	B.PL	230x11	B.PL									
Amidships		875												
At ends...		875												
Transverses.														
Depth and Thickness														
Face Angles														
Lugs to Shell*														
Depth and Thickness														
Face Angles														
Lugs to Shell*														
Depth and Thickness														
Face Angles														
Lugs to Shell*														
Back Bars														
Brackets														
king of Transverse Frames														
State if joggled or liners,														
Bridge Deck														
Upper		150x90x9	Inv.A	150x90x9	Inv.A			875 max.						
Second														
Third														
Transverse Beams.														
Plate.														
Face Angles.														
Any departure from Approved Plans to be Noted.														
380x100x13/18														
Inv.A (ordinary)														
380Inv.A.-75x16FB(F140-F152)														

EQUIPMENT No. 4596.52												LETTER dt /		ANCHORS.			
ny Departu mber of proved Certificate. be Note	Anchors.	WRIGHT, EX. STOCK.			WRIGHT 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.					
12426	1st Bower	85	0	23	/	-		61	10	0	0	/	77.75	/	Stockless	Tokyo Steel	28/2/1958 (D. Ogata)
12425	2nd "	85	0	1	/	-		61	10	0	0	/	77.75	/	"	Casting	28/2/1958 (D. Ogata)
12424	3rd "	84	0	25	/	-		61	0	0	0	/	77.75	/	"	Company	28/2/1958 (D. Ogata)
Collective weight																	
Stream																	

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and Size per Table 58.		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 58.		
	Fathoms.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Fathoms.	Diam.	Length.					Ins.	Fathoms.		Ins.		
																		Cwts. qrs. lbs.	Cwts.
48353	306	58	133400	186900	875-1-13	717½	300	2 1/8	Special Cast Steel Stud Link.	Komatsu Mfg. Co., Ltd. 25-2-58 M. Sugihara	Komatsu Mfg. Co., Ltd. 25-2-58 M. Sugihara	TOWLINE	131	5½"	89.8	120	5½"		
n Stream main or eel Wire		2¼											HAWSE & WARPS	122	9"	27	110	8"	
														111	8"	22.65	110	8"	
															See letter	28/11/58			

Steering Gear, Type (Power or hand) Electro-hydraulic - 2 Motors - 2 Pumps ☒ Alternative Means of Steering 2 Wooden Lifeboats (1 motor)

ins (Size and Test) - Windlass Electric ☒ Boats 8.50Mx2.8Mx1.15M 60 ☒ persons

olds, thickness and material 65mm Soft Wood ☒ Cargo Battens, thickness, material and spacing 65mm x 10mm Steel ☒ flat bar.

ways. (Upper Deck) Steel Pontoon type hatch cover ☒ Thickness of Hatches 9mm ☒

hways No. 1 (Fwd.) 8220x5000 ☒ No. 213485x7000 ☒ No. 312800x7000 ☒ No. 47200x7000 ☒ No. 513600x7000 ☒ No. 6 8800x7000 ☒

Covers 6 ☒ 10 ☒ 10 ☒ 5 ☒ 10 ☒ 6 ☒

Builder's Signature T. Kawara
HIROSHIMA WORKS
MITSUBISHI SHIPBUILDING & ENGINEERING CO., LTD.

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 Motorship
whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. No The positions in which oil is carried as fuel or cargo should
indicated, together with the flash point (where required to be inserted in the Notation).

Ship has been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's
s. The scantlings and arrangements are as given in the Report and as shown amended on the approved and "as
plans now forwarded. All modifications or additions made to the original approved arrangements during
uction have been indicated on the plans and have been approved as being in accordance with or by standards
lment to the Rule Requirements. The plans of midships Section and Profile and Decks, showing the ship as built now
ded herewith have been checked with the approved arrangements and found in order. All materials used in the
ruction have been tested as required by the Rules and found satisfactory. Windlass, Steering gear, hand pump,
oor and Bilge suction all tried under working conditions and found satisfactory. The Freeboards as assigned by
ese Government have been verified cut in and painted on ship's side. O.F. F.P. above 150°F may be carried in
2,3,5,6,7,8 D.B. tanks and Sect. 20 of Rules complied with where applicable. (P.403 Steel has been used in
Keel, Sheerstrake and upper deck as indicated on attached plan).

Fee as per Scale : ¥2,119,000.-
The amount of Entry Fee : £ :
33 1/3% Reduction : 706,333.-
Special Survey Fee : £ :
Actual Fee : ¥1,412,667.-
Travelling Expenses, if any : 169,696.-

Fees applied for, 19
Received by me, 19

We are of opinion the Vessel should be Classed 4100A1

State whether the Vessel has been built under Special Survey Yes

Certificate to be sent to Kobe Date of issue 7/11/58

Signature J.R. Sheshie & H.M. Lean
Surveyor to Lloyd's Register of Shipping.
and K. Okada

Committee's Minute TUESDAY 21 OCT 1958

Character assigned 4100A1
LACP DS 7.58
TLMC
ES
DBS } 7.58
TS CK

ack & write Koh.

NOTED FOR POSTING 364

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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 forwarded herewith.

As approved.

Midships Section. /

Profile & Decks. /

As built.

Shell expansion. /

Rudder. /

Sternframe. /

OT + W.T. Bulkheads. /

Double Bottom. /

Capacity plan. /

Particulars of P.403 plating. /

Forging and Casting Certificates.

Rise of floor = 170mm /

Stern frame - M-6045

Rudder frame - M-6049

Rudder stock - M-47773

Rudder pintle - M-6054

Steering gear - M-4423

Circular 2051:-

Navigation aids - Nil.

Type of Ship - Full scantling.

L. - 459.32, B. - 63.65, D. - 40.03.

Deck Factor = .966 /

Scantlings suitable fore the midship deep tanks remaining empty when the ship is in loaded condition.

PARTICULARS OF ELECTRIC WELDING (if employed) All welded except seams, Keel to A, D/E, F/G, L/M, Stringer angle to sheerstrake and stringer plate and sundry minor items

Welding carried out by experienced operators using approved electrodes.

A Limited amount of Radiographic inspection carried out during construction with satisfactory results.

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

E.S.D. D/F, W/T Radar, Lloyd's A & C.P., Longitudinal framing Bottom and Deck part electric welded.

RADAR Equipment (State if fitted) Yes

State Type or Pattern No. A.R. 50

State Name of Maker and/or Supplier Anritsu Denpa Co., Ltd.

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

1st Bower	56 cwt.s.	1 rq.	26 lbs.	/ K.N. Y-12423	25/2/58
2nd "	56 "	3 "	14 "	/ K.N. Y-12422	25/2/58
3rd "	56 "	0 "	10 "	/ K.N. Y-12421	25/2/58

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop _____ ft., R.Q.D. _____ ft., Bridge _____ ft., Forecastle 36.05

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

Official No. 81043

Signal Letters J.K.C.G.

Extreme Breadth over Belting 63.7 ft.

Over-all Length 496.1

No. and Material of Decks 2 Steel

3rd expt in after holds

(Circ. 1611)

(Circ. 1703)

Parts of Bottom of Vessel coated with cement or approved composition Cement in Fore and Aft Peak

Particulars of composition (if fitted) and of approval

Nil

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,	112.86	465.82	Fore peak tank,		
Double bottom, under Engines and Boilers, Part F.W.	157.75		After peak tank,		225.30
Double bottom, if under Engines only, Part O.F.	-		Deep tank, aft, No. 4	36.75	1782.75
Double bottom, if under Boilers only,	-		Deep tank, forward,		
Double bottom, forward,	193.01	659.23	Other tanks, if fitted, No. 8 Tunnel side aft.	23.62	147.11
Total length (if continuous) and Capacity		1125.06	(If necessary furnish further information by sketch.)		

Order for Special Survey No. 137

Date

Dates of Surveys held while building

JRC: 1957: Dec. 24, 1958: Feb. 26, 27, Mar. 12, 13, Apr. 3, 4, 10, 11, 21, May 26, 27, June 11, 12, July 9, 10, 17, 18.

H.McL: 1958: Jan. 23, Feb. 19, 20, 21, Mar. 20, 27, 28, Apr. 17, 18, 28, 29, June 25

1958: Feb. 3, 4, 11, 12, 14, 15, 18, 19, 20, 25, Mar. 1, 4, 5, 10, 14, 15, 17, 18, 19, 22, 24, 29, Apr. 7, 9, 14, May 7, 20, 28, June 14, 24, 27, July 1, 2, 14

K.O.:

Apr. 7, 9, 14, May 7, 20, 28, June 14, 24, 27, July 1, 2, 14

Total No. of Visits 64

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