

PILLARS AND DECKS.

PILLARS, No. of Rows	M.M. IN SHIP.		Any Departure from Approved Plans to be Noted.	M.M. IN SHIP.	Any Departure from Approved Plans to be Noted.
	IN SHIP.	IN SHIP.			
" in 'tween Decks, Size and Spacing	✓	✓		✓	
" " " " "	✓	✓		✓	
" " " " "	✓	✓		✓	
" in Holds " " "	250	X 10 DIA.	✓	✓	
2. LONGITUDINAL					
Centre Line Bulkheads					
Stiffeners and Spacing		CORRUGATED			
Plating, thickness of	14.5/6	11.	✓	✓	
STRINGERS AND DECKS.					
Uppermost Continuous Deck					
Stringer Plate, breadth and thickness in Wells	1800	25	✓	✓	
" " " " in way of Bridge	1800	30	✓	✓	
" Angle in Wells	200	200 25	✓	✓	
Thickness of Plating abreast Deck openings in way of Wells	HATCH STRAKE AT SIDES 19		✓	✓	
Thickness of Plating abreast Deck openings in way of Bridge	REMAINDER 22 IN WAY OF RAMP ROOM 30		✓	✓	
Thickness of Plating within line of openings			✓	✓	
If Sheathed, material and thickness			✓	✓	
Second Deck.					
Stringer Plate, breadth and thickness in Wells	✓		✓	✓	

SHELL PLATING.

STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETING.			
	AMIDSHIPS.	FORWARD.	AFT.	THICKNESS.		EDGES.	NO. OF ROWS OF RIVETS.	BUTTS.	STRAPPED OR LAPPED.
Flat Plate Keel	1500	28	28	28		WELDED	WELDED	WELDED	
" Dblg. (if any)	✓					✓			
Bottom Plating, No. of Strakes	21	13.5	15			WELDED	WELDED	WELDED	
Bilge Plating, No. of Strakes	21	19	15			DOUBLE	25 100	"	
Side Plating, No. of Strakes	18	13.5	13.5			WELDED	"	"	
Upper Deck, Sheer-strake in Wells	700	28	14	13.5		DOUBLE	25 100	"	
Upper Deck, Sheer-strake in Bridge	1700	✓				UPPER EDGE DOUBLE LOWER WELD	25 100	"	
Strake below Sheer-strake in Wells	18	13.5	13.5			WELDED	✓	WELDED	
Strake below Sheer-strake in Bridge	✓					WELDED	✓	WELDED	
Poop Side Plating			11			WELDED	✓	WELDED	
Bridge Side Plating	11					WELDED	✓	WELDED	
Forecastle Side Plating		12				WELDED	✓	WELDED	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	15 (14)
" Deck next below	✓
As per Rule	✓

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	✓								
" " Second	✓								
" " Third	✓								
" " Holds	14-11	CORRUGATED	700						
COLLISION " (in Hold)	14-7	250x30x12B	700	Box BEAM 60x10					
AFTER PEAK "	14-7.5	230x30x11B	650	Box BEAM 60x9					

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar				
STEM		PLATE 23-13		
STERN FRAME	Propeller Post	CAST STEEL - AS APPROVED		
	Rudder	KOBE STEEL WORKS		
Speed of Vessel		15 KNOTS		
RUDDER—Type		BALANCED - REACTION		
" A x D				
" Diam. of head		950		
" Mainpiece at top pintle				
" " heel				
" how constructed		PLATES & DIAPHRAGMS		
" double or single plate coupling, vertical or horizontal		DOUBLE HORIZONTAL		

STEEL.

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

KAWASAKI STEEL WORKS

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

EQUIPMENT No. 60482.23

LETTER h.t

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.		
180.	1st Bower	104	3	8				69	6	0	0	HAKKS TYPE	KOKO SITSABO, OSAKA. 9-10-51.
181	2nd "	109	2	13				69	6	0	0	"	OSAKA. 5-10-51.
186	3rd "	90	3	21				63	12	0	0	"	OSAKA. 8-1-52
179.	Collective weight	300	1	14								"	M. MATSUMOTO
	Stream	31	3	15	8	1	2	30	2	0	0	ROMY TYPE	OSAKA. 27-9-51.

CHAIN CABLES.

HAWSERS AND WARPS.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.		
	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.	In Ship.		Rivets in Longitudinal Frames.	Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.
of L, L or C	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Transverse Bulkhead	Diam.	Speng.	Number.
in Bridge 'tween Decks ... from Uppermost Continuous				Shell			Centre Tank. Wing Tank	Ins.	Ins.	Ins.
No. 1				Top Stringer	800x11-100FL.	850x11.130x14.F.B.850x11 150FL				
" 2				Middle Stringer	800x11-100FL.	950x11.150x16FB 900x12.170FL				
" 3				Lower Stringer	800x12-130FL	1000x13.200x16FB 975x13.150x16FB				
" 4										
Longitudinals				520x13.120FL	Spaced 760 m/m	Apart				
" 6										
in Wing Tanks				Top	✓	Lower	✓			
" 8				200x12	✓	200x14	✓			
" 9				T.B. 600x12	✓	T.B. 700x14	✓			
" 10				200x12	✓	200x14	✓			
line longitudinal							All Welded Construction			
to upper deck,				1.750x11-300x14 F.B.	✓		in Tanks.			
" 13				Stiffeners 150x11 F.B.	✓					
line longitudinal				2.200x13-500x30 F.B.	✓		Transverse BHDS Corrugated			
to bottom shell				With docking brackets	✓		Vertically.			
" 16				Midway between transverses	✓		Longitudinal BHDS Corrugated			
acing of Amidships							Horizontally.			
At Ends										
Tank Top Longitudinals										
Bottom										
of Longitudinals										
Transverses.										
Depth and Thickness										
Face Angles										
Lugs to Shell*				Centre Tank	Wing Tank					
Depth and Thickness				820/1000x12	✓					
Face Angles				150 FL.	✓					
Lugs to Shell*				Welded	✓					
Depth and Thickness				1200x12	✓					
Face Angles				150x14	✓					
Lugs to Shell*				Welded	✓					
" " Back Bars				---	---					
Brackets				12	12					
acing of Transverse Frames...				30x40	30x40					
* State if jogged or liners.										
Bridge Deck										
Upper				250x30x11B.A.	250x30x11 B.A.					
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. 60482.23.												LETTER <i>h7</i>		ANCHORS.			
Departure and Plans be Noted.	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.					
	180.	1st Bower	104	3	8	✓	.	.	69	6	0	0	✓	HALLS TYPE	KOKKO SETSAKOGYO, K.K. OSAKA	OSAKA. 9.10.51. H. IKEDA	✓
	181	2nd "	104	2	13	✓			69	6	0	0	✓	"	"	OSAKA. 5.10.51. H. IKEDA	✓
	186	3rd "	90	3	21	✓			63	12	0	0	✓	"	"	OSAKA. 5.1.52 H. MATSUMOTO	✓
		Collective weight	300	1	14								285.				
	179.	Stream	31	3	15	8	1	2	30	2	0	0	29.5	ADMY. TYPE	"	OSAKA. 27.9.51. H. IKEDA	✓

CHAIN CABLES.										HAWERS 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.	Statu-tory.	Break-ing.	Supplied.	Cwts.	qrs.	lbs.	Fathoms	Diam.				Fathoms	Ins.		Fathoms	Ins.	
198.	343	2 7/16	149.6	209.5	1064	3	6	1258	330	2 1/16	OSAKA CHAIN & MFG. CO. LD.	OSAKA. 22.11.51. H. IKEDA.	TOWLINE	130	6 1/2	131	130	6 1/2	
													HAWERS & WARPS	120	8	MANILA	120	8	
														120	8	MANILA	120	8	
24023	120	5 1/2		91.7					120	5 1/2	STEEL WIRE								

Steering Gear, Type (Power or hand)	ELECTRIC HYDRAULIC (2 MOTORS.)	Alternative Means of Steering	HAND.
Steering Chains (Size and Test)	NONE	Windlass	STEAM.
Boats	4 STEEL.		
	150 x 50 SUGI.		
Ceiling in Holds, thickness and material	65. WP ON. 40 MM BEARERS	Cargo Battens, thickness, material and spacing	150 APART.
Cargo Hatchways.-(Upper Deck)	STEEL PLATES & ANGLES.	Thickness of Hatches	10 MM PLATES SUITABLY STIFFENED
Hatchways No. 1 (Fwd.)	3.425 x 4000	No. 2	
No. 3		No. 4	
No. 5		No. 6	

Number of Shifting Beams for Fore and Afters	
Builder's Signature	M. Yoshikawa
	THE HATIMA SHIPBUILDING AND ENGINEERING COMPANY, LTD.

REAL 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.		
(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. above peak tank forward have been hosed tested and found satisfactory.		
The peak tanks, all cargo tanks, deep tank forward, engine room D.B. tanks & cofferdams, and water 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 fuel, 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 assigned freeboards have been marked on the ship's 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 peak tank.		

The amount of Entry Fee.....	Y. 392,000	Fees applied for,	
Special Survey Fee.....		19	
General & Travelling Expenses, if any	12,000	Received by me,	
		19	
State whether the Vessel has been built under Special Survey	YES.		
Certificates to be sent to	KOREA in triplicate	Date of issue	25/8/52.

Committee's Minute	TUES. 12 AUG 1952
Character assigned	+100A1 Carrying Petroleum in bulk
	Lloyd's A.Y.C.P.
	+LMC 2.52 Oil Eng.
	C.L.
	2 DB 17/16
	CLASSIFICATION CERTIFICATES WRITTEN
	2021
	Lloyd's Register Foundation

The Surveyors are requested not to write on or below the Committee's Minutes.

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.

STEM.

STERNFRAME

RUDDER.

SHELL EXPANSION.

LONGITUDINAL BULKHEAD.

TRANSVERSE OIL TIGHT BHDs

DOUBLE BOTTOM & MAIN ENGINE GIRDERS.

BOW FRAMING.

STERN FRAMING.

FORGING & CASTING. CERTIFICATES.

RUDDER STOCK.

STERN FRAME.

TILLER.

RUDDER CASTING.

SISTER VESSEL. NISSYO MARU - HARIMA No. 466. REPT No 663.

PARTICULARS OF ELECTRIC WELDING (if employed) SHELL BUTTS & SEAMS (WITH THE EXCEPTION OF SHEER & BILGE STRAKE SEAMS) UPPER DECK BUTTS & SEAMS - (STRINGER ANGLE RIVETED) - ALL REMAINDER OF DECKS - HOUSES - CASINGS - BERTHS & STIFFENERS - TANK TOPS - BULKHEAD PLATING & STIFFENERS - BULKHEAD WEBS - SHELL STRINGERS - SHELL WEBS & FRAMES - DECK & BOTTOM TRANSVERSES - DECK & BOTTOM LONGITUDINALS AND GIRDERS.

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. MACHY AFT. LONGITUDINAL FRAMING BOTTOM & DECKS.

RADAR Equipment (State if fitted) YES
State Type or Pattern No. KELVIN TYPE 12.
State } Maker KELVIN HUGHES.
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	69.0.10.	CERT. No. 180	H. IKEDA	27.9 Sept. 1951.
2nd "	68.2.22.	" " 181.	H. IKEDA	27.9 Sept. 1951.
3rd "	58.1.23	" " 186.	J. Malasemota	11. January 1952.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 116.4 ft., R.Q.D. ft., Bridge 42.3 ft., Forecastle 76.4 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 68214 Signal Letters JBNR Extreme Breadth over Belting Over-all Length 576.37.
(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 PEAKS - D.B. FW TKS - FEED & F.W. TANKS. AFT.

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	FRESH WATER	28.0
Double bottom, under Engines and Boilers,			After peak tank,	FRESH WATER	20.0
Double bottom, if under Engines only,	92.3	F.W. 57.5 L.O. 59.0	Deep tank, aft,		
Double bottom, if under Boilers only,	2.5	O.F. 199.6	Deep tank, forward,	OIL FUEL	38.16
Double bottom, forward,			Other tanks, if fitted,	F.W. TANKS. T.O. DK. AP 76.10.	20.0
Total length (if continuous) and Capacity	94.8	310.1	(If necessary furnish further information by sketch.)		216.3

Order for Special Survey No.

Date

Dates of Surveys held while building

M.H. 1951. SEPT. 4. 17. 25. OCT. 2. 6. 9. 11. 20. 30. Nov. 6. 15. 16.	12
J.N. 1951. JULY. 5. SEPT. 27. OCT. 13. 23. 28. Nov. 1. 8. 10. 17. 20. DEC. 10.	11.
K.U. 1951. JULY. 24. Nov. 14. DEC. 5.	3.
G.G.Y. 1951. JUNE. 13. AUG. 8. 21. SEPT. 4. 25. OCT. 23. Nov. 12. DEC. 5. D.C. FEB. 6. 1952	9
Total No. of Visits	35.