

## 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 15 November, 1952 Port of Kobe No. 1172

Survey held at Nagasaki Date First Survey 25th December, 1951. LAST SURVEY 25th August, 1952

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Twin Screw. AWATA MARU (Motor Ship)

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

State Type of Erections Poop Bridge &amp; F. CLE

TONNAGE under Tonnage Deck... 6644.54

Do. of space or spaces between Tonnage Dk. and Upper Dk.

6644.54

Tonnage 7,601.48

Tonnage 4,320.5

## REGISTERED DIMENSIONS.

FEET

467.58

62.34

34.45

CLASS \* 100 A.I.

State if with freeboard as condition of Class (No.)

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 459.54

Breadth (greatest moulded) B 62.34

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) Upper Deck D 34.45 Bridge Dk. 42.49

1st Longitudinal Number (L x D) = 15824.26

2nd Numeral L x (B + D) = 44459.52

Framing Depth "d," at middle of length. See Sec. 3 (1d) 21.2

Proportions — Depth to Length — Uppermost continuous deck to top of keel 13.4

Do. Long Bridge to top of keel 10.8

Draught Moulded (J.G. Free Board 2124) 27.5

Built at Nagasaki, Japan

Launched 26.5.52 Yard No. 1428

Builders West Japan Heavy Ind. Ltd.

Owners Nippon Yusen 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. EXCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		M.M. EXCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	800	✓	Bracket Floors, Frame	Solid. Floors	✓
" " from 3/4 length amidships to Collision bulkhead	650	✓	" " Reversed Frame	✓	
" " in peaks	600	✓	" " Vertical Struts	✓	
IDE FRAMING.	10/		Centre Girder, depth and thickness amidships	1170 13.5	✓
Frame Amidships, Angle, T or F	300 90 15.5	✓	" " top Angles	Welded Direct.	✓
" " Extends up to	2nd Deck	✓	" " bottom Angles	Welded Direct.	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	1 @ 9.5	✓
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	995 x 13.5	✓
Depth of Framing Girder	300 8/		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	Bkt. welded	✓
Frames in Uppermost Continuous 'tween Decks, Angle, T or F	200 90 13.5	✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	Bkt. welded	✓
" " Second 'tween Decks, Angle, T or F	125 75 10	✓	" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous. 12.	✓
" " Third " " " "	300 90 10/15.5	✓	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	Continuous. 12. 150).	✓
" " from 1/2 len. for'd. to 15% len. from Stem	Rev 90x90x10	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	2200 x 12.	✓
" " in peaks, Angle or T	230 90 11	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	Welded	✓	Breadth and thickness of Middle Line Strake	1370 x 13	✓
State if Frame Joggled	Yes	✓	Thickness of remainder in Holds	11.5	✓
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. & B. space and framing 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.		
SINGLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, T or F	200 90 8/13.5	✓
Floors, Depth and thickness at mid-line in Holds			" " in way of Bridge, Angle, T or F	150 90 10/15.5	✓
Height of Brackets at side above base line at toe of frame			Spacing	800	✓
Middle Line Keelson, on Floors, Angles, T or F			Second Deck, amidships, Angle, T or F	200 90 8/13.5	✓
" " Through Plate or Inter-costal Plate			Spacing	230 90 9/13	✓
" " Foundation Plate on Floors			Third Deck, amidships, Angle, T or F	✓	
" " Flat Plate Keel Angles			Spacing	✓	
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, T or F	✓	
" " thickness of Intercoastal Plate			Spacing	✓	
" " Angles			Poop Deck, Angle, T or F	150 90 9	✓
DOUBLE BOTTOM.			Spacing	600	✓
Solid Floors, thickness and spacing	10.5 Fitted with 800 Stiffeners. 11.	✓	Bridge Deck, Angle, T or F	200 90 8/13.5	✓
" " Are Frame and Reversed Frame joggled?	Welded	✓	Spacing	150 90 9/13	✓
Bracket Floors, breadth and thickness at middle line	Solid. 10.5	✓	Spacing	800	✓
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, T or F	150 90 12	✓
			Spacing	650 8/600	✓



SHELL PLATING.															
SCANTLINGS.					RIVETING.										
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.						
	AMIDSHIPS.		FORWARD.			State if jagged?	No.	RIVETS.	No. OF Rows OF RIVETS.	RIVETS.		STRAPPED LAPPED.			
	Breadth.	Thickness.	Thickness.	AFT.						SINGLE OR DOUBLE.	Diam.		Spacing or. to cr.	Diam.	Spacing or. to cr.
Flat Plate Keel	1370	23	23	23	✓	D.R.	25	115	Welded	✓					
„ Dblg. (if any)	✓														
Bottom Plating, No. of Strakes	5	18.5	15	16	✓	D.R.	25	115	Welded	✓					
Bilge Plating, No. of Strakes	1	18.5	15	16	✓	D.R.	25	115	"	✓					
Side Plating, No. of Strakes	4	16	12	12	✓	D.R. Alter- nate Seams	22	100	"	✓					
Upper Deck, Sheer- strake in Wells		25	12	12	✓	Welded			"	✓					
Upper Deck, Sheer- strake in Bridge		16			✓	Welded			"	✓					
Strake below Sheer- strake in Wells		16			✓	D.R.	22	100	"	✓					
Strake below Sheer- strake in Bridge		16			✓	D.R.	22	100	"	✓					
Poop side Plating				10	✓	Welded			"	✓					
Bridge Side Plating		Sheer. M. 9 16			✓	D.R.	22	100	"	✓					
Forecastle Side Plating				11	✓	Welded S.R. To Sheer			"	✓					

EQUIPMENT No. 47.134										LETTER dt				ANCHORS			
No. of Cable.	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.						
994	1st Bower.	81	2	19	✓	60	5	0	0	214	LATEST IMPROVED HALLS TYPE	TOKYO STEEL CASTING	7.5 CPH. 30.652. K.N.				
044	2nd "	82	3	10	✓						D°	D°	7.5 CPH. 31.352. K.N.				
045	3rd "	82	0	6	✓						D°	D°	D°				
	Collective weight	246	2	7	✓					232							
046	Stream	24	2	22	✓	6	1	5	24	15	0	0	23½	Admiralty Type	D°	D°	

CHAIN CABLES.										HAWSEYS AND WARPS.									
No. of Cable.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE				Length and Size per Table 53.		Description.	Makers of Cable.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statio- tory.	Break- ing.	Supplied.	Cwts.	qrs.	lbs.	Length.	Diam.					Per Rule.	Cwts.		Fathoms.	Ins.
2	361.3.	2 7/8	120.5	168.7	908	1	6		300	2 7/8	C.S. 56.	OSAKA CHAIN MFG. CO. LTD.	KAIZUKA. 15.52. M.M.	POWLINE	130	5 1/2	91	130	5 1/2
	✓	✓	✓	✓	✓						W	✓	✓	Hawsey & Warps)	100	2 3/4	21.1	100	2 3/4
														"	100	3	25.7	100	2 3/4
Stream)	120	4 3/4	69.35						120	4 3/4				"					

rring Gear, Type (Power or hand) Electric Hydraulic (35 H.P.) Motors. Alternative Means of Steering None

rring Chains (Size and Test) None Windlass Electric (90 HP) Beats 4. Wood

ing in Hells, thickness and material 65 M/M. Pine on 13 M/M Sleepers Cargo Battens, thickness, material and spacing 180 Apart

go Hatchways. (Upper Deck) Steel Plates & Angles (welded) Thickness of Hatches Steel. 7.

e of Hatchways No. 1 (Fwd) 6,500 12,000 10,400 10,400 12,000 7,200

e of Hatchways No. 1 (Fwd) x5,500 No. 2 x 7000 No. 3 x 7000 No. 4 x 8000 No. 5 x 7000 No. 6 x 7000

mber of Shifting Beams) Mac Gregor Steel Hatches.

nd/or Fore and Afters) See plans

Builder's Signature L. Matsushita

NAGASAKI WORKS  
 MITSUBISHI ZOSEN KABUSHIKI KAISHA  
 (MITSUBISHI SHIPBUILDING & ENGINEERING CO., LTD.)

The materials and workmanship are good. All double bottom tanks, peak tanks and deep tanks, bermdams, have been tested as required by the Rules and found satisfactory. The weather decks, Bulkheads Tunnel, w/t Door have been satisfactorily tested. The windlass and steering gear have been satisfactorily tried under working conditions. The freeboards assigned by the Japanese Government have been marked on the ship's sides, verified and cut in. Oil Fuel, Flash point not over than 150°F can be carried in the D.B. Tanks Nos. 1,2,3,5,6,7 the wing and centre tanks in Tunnel and deep tanks abaft Engine Room. Vegetable oil can be carried in the deep tanks abaft Engine Room.

Amount of Entry Fee £ : : 20.000  
 Special Survey Fee £ : :  
 General Travelling Expenses, if any £ : : 10.000  
 Fees applied for, 27. 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-I.  
 Signature J. Young  
 Surveyor to Lloyd's Register of Shipping.  
 Certificate to be sent to Kobe Date of issue 5/3/53  
 Committee's Minute TUES. 24 FEB 1953  
 Character assigned +100A1 Carrying vegetable oil in deep tank aft.  
 Lloyd's A+CP  
 +LMC 8,52 Oil Eng.  
 CL DB 100/b  
 (with torsional endorsement)  
 Lloyd's Register of Shipping  
 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 Fitted.

Midship Section.

Construction Profile & Decks (2 sheets.)

W.T. & O.T. Bulkheads.

Stern Castings.

Shaft Brackets.

Stem.

Rudder.

Shell Expansion.

Double Bottom Plan (2 sheets.)

Both Peak Construction.

Upper Bridge Deck. W.S.P. Girder & House Under.

Welding Details.

### Forging Certificates

Stern Casting.

Rudder.

"A." Brackets

Tiller.

Sister Ships. T.S.M.V. Aso Maru. Nagasaki No. 1421.

" Arima Maru. " No. 1424.

" Tomishima Maru. " No. 1426.

PARTICULARS OF ELECTRIC WELDING (if employed) W.T. & O.T. BHD Plating & Stiffeners - Tunnel - Tank Top Plating - Floors. & Engine Seating - Frames to Shell Amidships (Frames Riveted at Ends) Deck Plating - Beams & Girders - All Shell Plating Butts - Side Shell Part Welded - All Casings Deckhouses & Superstructure Decks.

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

Cruiser Stern-D.F. WESD-Gyc-Radar-Lloyds A&C.P.-Part Elect Welded-Fitted for O.F. F.P. above 150°F-To be carried in all. D.B.Tks. (Except No. 4 D.B.) Wing & Center Tks in Tunnel & Deep Tks. abaft E.R. Veg Oil to be carried in deep Tks abaft ER-Mechanical Ventilation to Cargo Spaces.

RADAR Equipment (State if fitted Yes

State Type or Pattern No. 1404 ( x. Band)

State } Maker Raytheon Manufacturing Co.

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	54.2.23	Cert. No. Y3890.	24.6.52	K.N.
2nd "	54.1.9	Y3040	20.3.52	K.N.
3rd "	53.3.21	Y3041	20.3.52	K.N.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 23.20 ft., R.Q.D. ft., Bridge 196.85 ft., Forecastle 45.1 (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 68998 Signal Letters J.A.F.E. Extreme Breadth over Belting (Circ. 1611) Over all Length 495. (Circ. 1703)

No. and Material of Decks 2 Decks Steel.

Parts of Bottom of Vessel coated with cement or approved composition F & A. Peaks - No. 4 D.B. Tk. Bilges.

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. 115.47.	Tons. 341.29.	Fore peak tank,	Feet. 29.13.	Tons. 80.07.
Double bottom, under Engines and Boilers,	✓		After peak tank,	20.51.	108.11.
Double bottom, if under Engines only, O.F. ONLY	47.24	289.05.	Deep tank, aft,	49.87.	1633.03.
Double bottom, if under Boilers only, F.W. ONLY	10.50	74.50.	Deep tank, forward, ABBREAST TUNNEL (P&S)	57.74.	343.17.
Double bottom, forward,	182.09	580.31.	DEEP TANK IN TUNNEL - CENTRE	44.62.	101.27.
Total length (if continuous) and Capacity	2.13.		Other tanks, if fitted, F.W. TANK UPPER DEK. P&S	5.24.	16.23.
	362.67.	922.5			

Order for Special Survey No.

Date

Dates of Surveys held while building

G.G.Y.-1952. Feb. 26. March. 20. April. 23. May. 21.22. June. 24. July. Y.H. 1951. Dec. 25. 1952. Jan. 28. Feb. 3.20. March. 12.13.14.18.20 April. 3.15.16.18.24.28.30. May. 2.3.5.8.9.12.13.14.15.16.17.18.19.20.23.24.26. June. 2.4.6.11.12.18.23.24. July. 1.8.22.23.26.29. Aug. 6.12.18.20.23.25.

Total No. of Visits 63

No S.S.O.F. available.