

## STEEL STEAMER OR MOTORSHIP.

15 APR 1952

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

17<sup>th</sup> DECEMBER 1951

Port of

KOBE.

No.

Survey held at

NAGASAKI, JAPAN.

Date First Survey

15 APRIL.

1951.

On the

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

TWIN SCREW.

ASO MARU - MOTOR VESSEL.

State Type

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

FULL SCANTLING.

State Type of Erections POOP BRIDGE &amp; FORECASTLE

TONNAGE under Tonnage Deck...

6.644.54

CLASS +100A.1.

State if with freeboard as condition of Class

NO.

Built at NAGASAKI, JAPAN.

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

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

FEET

L 459.34.

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 DK. 24.45

D 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

27.60

Launched 18-8-51 Yard No. 1421.

Builders WEST JAPAN HEAVY INDUSTRIES 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.

Total

6.644.54

Tonnage

7.576.88.

Tonnage

4.312.51.

REGISTERED DIMENSIONS.

FEET

467.58.

62.34.

34.45.

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	M/M IN SHIP.	Any Departure from Approved Plans to be Noted.	M/M IN SHIP.	Any Departure from Approved Plans to be Noted.
AMES, Spacing amidships	800	✓	Bracket Floors, Frame	Solid Floors.
" " from $\frac{3}{8}$ length amidships to Collision bulkhead	650	✓	" " Reversed Frame	"
" " in peaks	600	✓	" " Vertical Struts	"
E FRAMING.			Centre Girder, depth and thickness amidships	1170 13.5
Frame Amidships, Angle, $\angle$ or $\angle$	300 90 $\frac{19}{15.5}$	✓	" " top Angles	WELDED
" " Extends up to	2 <sup>ND</sup> DECK.	✓	" " bottom Angles	WELDED
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 13.5
Thickness of Framing Girder	300	✓	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	WELDED
Angles in Uppermost Continuous 'tween Decks, Angle, $\angle$ or $\angle$	170 90 $\frac{19}{15.5}$	✓	" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	WELDED.
" " Second 'tween Decks, Angle, $\angle$ or $\angle$	125 75 10	✓	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	CONTINUOUS. 12.
" " Third " " " "	300 90 $\frac{19}{15.5}$	✓	" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	CONTINUOUS 12. (To Fr 150).
from $\frac{1}{4}$ len. for'd. to 15% len. from Stem	REV. 90 90 10	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	2200 12.
in peaks, Angle or $\angle$	230 90 11.	✓	INNER BOTTOM PLATING.	
Number and Spacing of Rivets through Frame and Shell Plating amidships	WELDED	✓	Breadth and thickness of Middle Line Strake	1370 11.
if Frame Joggled	UPPER T.O. DK. ONLY.	✓	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.	
DOUBLE BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle, $\angle$ or $\angle$	200 90 $\frac{8}{13.5}$
Thickness and thickness at mid-line in Holds			" " in way of Bridge, Angle, $\angle$ or $\angle$	150 90 $\frac{10}{15.5}$
Height of Brackets at side above base line at toe of frame			Spacing	800
Line Keelson, on Floors, Angles, $\angle$ or $\angle$			Second Deck, amidships, Angle, $\angle$ or $\angle$	200 90 $\frac{8}{13.5}$
" " Through Plate or Inter-costal Plate			Spacing	230 90 $\frac{9}{13}$
" " Four on Plate on floors			Third Deck, amidships, Angle, $\angle$ or $\angle$	800
" " Flat Plate Keel Angles			Spacing	✓
Keelsons, No. each side			Fourth Deck, amidships, Angle, $\angle$ or $\angle$	✓
" " thickness of Inter-costal Plate			Spacing	✓
" " Angles			Poop Deck, Angle, $\angle$ or $\angle$	150 90 9.
DOUBLE BOTTOM.			Spacing	600
Solid Floors, thickness and spacing	10.5. FITTED WITH STIFFENERS - 800	11.	Bridge Deck, Angle, $\angle$ or $\angle$	200
" " Are Frame and Reversed? Frame joggled?	WELDED.	✓		
Bracket Floors, breadth and thickness at middle line				

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PILLARS AND DECKS.				INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows							
" in 'tween Decks, Size and Spacing	No. 1. 150 x 8 & 9.			7.5			
" " " " " " " "	No. 2. 810 x 10.			7.5			
" " " " " " " "	No. 3. 330 x 10.5.			7.5			
" " " " " " " "	No. 4. 190 x 10.			7.5			
" " " " " " " "	No. 5. 270 x 12.			7.5			
" " " " " " " "	No. 6. 410 x 15.5.			7.5			
" " " " " " " "	No. 7. 450 x 16.			7.5			
" " " " " " " "	No. 8. 380 x 15.			7.5			
Centre Line Bulkhead.							
Stiffeners and Spacing							
Plating, thickness of							
Stringers and Decks.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in	1700 26						
Wells							
" " " " " " " "	1800 11.						
Bridge " " " " " " " "							
" " Angle in Wells	200 x 200 x 25.						
Thickness of Plating abreast Deck	26.						
openings in way of Wells							
Thickness of Plating abreast Deck	9.5						
openings in way of Bridge							
Thickness of Plating within line of	7.5						
openings							
If Sheathed, material and thickness							
Second Deck.	9.5 A.						
Stringer Plate, breadth and thickness	10.5 F.						
in Wells							

# SHELL PLATING.

SCANTLINGS.				RIVETING.			
AS IN VESSEL.				EDGES.			
ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.				BUTTS.			
STRAKES.	AMIDSHIPS.	FORWARD.	AFT.	State if jagged?	NO.	State if jagged?	NO.
Flat Plate Keel	1370 23.	23	23.	D.R.	25 115	WELDED	
" Dblg. (if any)							
Bottom Plating, No. of	18.5	15.	15.	D.R.	25 115	WELDED	
Strakes							
Bilge Plating, No. of	18.5	15.	15.	D.R.	25 115	"	
Strakes							
Side Plating, No. of	16.	12.	12.	D.R. ALTERNATE	22 100	"	
Strakes							
Upper Deck, Sheer	25	12	12.	WELDED		"	
strake in Wells							
Upper Deck, Sheer	16			WELDED		"	
strake in Bridge							
Strake below Sheer	16			D.R.	22 100	"	
strake in Wells							
Strake below Sheer	16			D.R.	22 100	"	
strake in Bridge							
Poop side Plating				WELDED		"	
Bridge Side Plating	SHEER 19.			D.R.	22 100	"	
Forecastle Side Plating	16.			WELDED.		WELDED.	

# WATERTIGHT BULKHEADS.

STIFFENERS.			
VERTICAL.			
HORIZONTAL.			
Plating Thickness.	Scantlings.	Spacing.	Scantlings.
UP BULKHD, Upper 'tween decks	6.5/7.	125 x 75 x 7 I	700
" Second "			
" Third "			
Holds	12.5-7.5	300 x 90 x 13 I	700
(in Hold)	13-8.5	125 x 75 x 10 I	600
	13-8	125 x 75 x 10 I	700

# FORGINGS AND CASTINGS.

KEEL, Bar	Scantlings.	Maker's Name.	Any from Plans?
STEM	FORGED STEEL 260 x 75	NAGASAKI	
STERN FRAME	STEEL CASTING ABOVE 16 1/4 IN. WELDED	STEEL WORKS	
Speed of Vessel	17 K		
RUDDER - Type	SEMI BALANCED		
" A x D			
" Diam. of head	330		
" Mainpiece at top pintle			
" " heel			
" how constructed	PLATES & DIAPHRAGMS.		
" double or single plate	DOUBLE		
" coupling, vertical or horizontal	VERTICAL		

# EQUIPMENT NO. 47.134.

# LETTER 47

# ANCHORS.

Number of Certificate.	Anchor.	Weight Ex. Stock.	Weight of Stock.	Test, per Certificate.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Maker.	Where and when tested, and Superintendent.
1614	1st Bower	81. 3. 24		60. 5. 0	81 1/2.	LATEST IMPROVED HALLS TYPE.	TAKYO STEEL CASTING CO.	TAKYO. 12.5.1951. K.W.
1612	2nd "	81. 3. 13.		60 5 0		D.	D.	D.
1613	3rd "	81. 3. 2		60 5 0		D.	D.	D.
1615	Stream	24 2 11	6 1 5	24 15 0	23 1/2	ADMT PATTERN.	D.	D.

# 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.	Make & of Callos.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.	Breaking Test of Steel Wire.	Length and Size per Table 53.
167.	364. 2 3/16	20.5 68.7.	917 9. 11	940.	800 2 3/4	OSAKA CH. 9 MFG. CO. 10.	OSAKA. 18.7.51. H.I. & J.N.	POWLINE	130 5 1/2	90	130 5 1/2
									200 2 3/4	23.3	200 2 3/4
									100 3	26.8	100 2 3/4
									4	8"	4

Steering Gear, Type (Power or hand)	ELECTRIC HYDRAULIC (35 HP) 2 MOTORS	Alternative Means of Steering	NONE
Steering Chains (Size and Test)	NONE	Windlass	ELECTRIC (90 HP)
Beats	4 (WOOD)		
Diag in Holds, thickness and material	65 M PINE ON 13 M SLEEPERS	Cargo Battens, thickness, material and spacing	150 x 50 PINE 150 APART.
Cargo Hatchways. - (Upper Deck)	STEEL PLATE & ANGLES (WELDED)	Thickness of Hatches	70 M. & steel.
Size of Hatchways No. 1 (Fwd)	6.500 x 5.500	No. 2	2.000 x 7.000
No. 3	10.400 x 7.000	No. 4	10.500 x 8.000
No. 5	2.000 x 7.000	No. 6	8.000 x 7.000
Number of Shifting Beams	STEEL HATCH COVERS	7.	5.
and/or Fore and Afters		5.	5.

Builder's Signature

NAGASAKI SHIPYARD & ENGINE WORKS,  
WEST JAPAN HEAVY-INDUSTRIES, LTD.

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. ☒  
(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 on the "as built" 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. All double bottom tanks, peak tanks and deep tanks, offerdams, have been tested as required by the Rules and found satisfactory. The weather decks, w/t 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 lower 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	Y 2,102.045	Fees applied for,	
Special Survey Fee		Received by me,	19
Travelling Expenses, if any	Y 5,000		19
Whether the Vessel has been built under Special Survey	YES.	I am of opinion the Vessel should be Classed	4100 A/1.
Certificate to be sent to	Kobe in Triplicate	Signature	E. Young
Committee's Minute		Surveyor to Lloyd's Register of Shipping.	
Character assigned	FRI. 6 JUN 1952		

+100 A1 Carrying vegetable oil in Deep Tanks aft

+LMC 11.51 Oil Eng.

CLASSIFICATION  
CERTIFICATE  
2021

Lloyd'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 FITTED

AS BUILT

Midship Section.

Midship Section.

Construction Profile & Deck Plan (Sheet 1).

Constructional Profile.

" " " " (Sheet 2).

W.T. & O.T. Bulkhead.

Stern Castings.

Shaft Bracket.

Stem.

Rudder.

Shell Expansion.

Double Bottom Plan (Sheet 1).

" " " (Sheet 2).

Both Peak Construction.

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

Welding Detail.

Forging Certificates.

Stern Casting.

Rudder.

A. Brackets.

Tiller.

PARTICULARS OF ELECTRIC WELDING (if employed) W.T. & O.T. BHDS AND 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. - ESD - GYC - RADAR - LLOYDS A&C.P. - PART ELEC. WELDED  
FITTED FOR O.F. F.P. ABOVE 150°F - TO BE CARRIED IN ALL D.B. (EXCEPT N°4) WING  
& CENTRE TANKS IN TUNNEL & DEEP TKS ABOARD. E.R. - VEGETABLE OIL TO BE CARRIED IN DEEP TANK ABOARD E. ROOM.

RADAR Equipment (State if fitted YES.

State Type or Pattern No. M.K.2. MODEL 0

State Name and/or Supplier SPERRY GYRO COMPASS COY.

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

1st Bower

54.2.23.

C.N° Y.1610.

K.N.

28.4.51.

2nd "

54.2.1.

C.N° Y.1608.

K.N.

28.4.51.

3rd "

54.1.7.

C.N° Y.1609.

K.N.

28.4.51.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 23.20 ft., R.Q.D. ft., Bridge 196.85 ft., Forecastle 45.11 ft.

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

Official No. 67.880 Signal Letters J.Q.V.V. Extreme Breadth over Belting (Circ. 1611)

Over all Length 495.2 (Circ. 1703)

No. and Material of Decks 2 DECKS STEEL.

Parts of Bottom of Vessel coated with cement or approved composition F 2A. PEAK. - N°4 D.B. TANK 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. Feet.	Water Capacity. Tons.	Where Fitted	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	115.49	341.29.	Fore peak tank,	29.13.	80.0
Double bottom, under Engines and Boilers,			After peak tank,	20.57.	108.11
Double bottom, if under Engines only,			Deep tank, aft,	49.87.	1633.03
Double bottom, if under Boilers only,			Deep tank, ABRUPT. TUNNEL. PIS.	57.74.	343.17
Double bottom, forward,			Deep tank, DEEP TANK. IN CENTRE TUNNEL.	44.62.	101.27
Double bottom, forward, COFFERDAM.			Other tanks, if fitted, F.W.TX. UPPER DK. PRES. EXCH. S. 24.	16.25.	16.25
Length (if continuous) and Capacity	362.89 = 921.66				

APRIL. 15. 16. MAY 14. 16. 18. 23. 29. 30 JUNE. 8. 11. 13. 15. 17. 20. 28. 30 JULY. 4. 14. 31.

AUG. 1. 2. 3. 6. 7. 9. 10. 11. 12. 13. 14. 15. 16. 18. 21. 27. 30.

9. 10.

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