

STEEL STEAMER OR MOTORSHIP.

3 JUN 1952

Received at London office

State if Report has been sent on the Freeboard of the Vessel *no*State if Report is sent on the Machinery of the Vessel *yes*Date of completion of report *3rd May 1952*Port of *YOKOHAMA*No. *651*Survey held at *Yokohama*Date First Survey *9th April 1951**13th February 1952*

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

Single Screw Motorship "TOKYO MARU"

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

*full scantling*State Type of Erections *Flush dk with forecandle*TONNAGE under Tonnage Deck... *5705.63*CLASS ** 100A1*State if with freeboard as condition of Class *no*Built at *Yokohama*

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) *122.300*Launched *28th November 1951* Yard No. *781*

Total

Breadth (greatest moulded) *17.400*Builders *Yokohama Shipyard & Engine Works, East Japan Heavy Industries Ltd.*Gross Tonnage *6573.83*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *10.800*Owners *TOKYO SEMPAKU K.K.*Register Tonnage *3765.80*

1st Longitudinal Number (L x D) =

Managers *(Where necessary to be entered in Reg. Book)*

REGISTERED DIMENSIONS.

metres	FEET
Length <i>124.23</i>	<i>(407'-7")</i>
Breadth <i>17.40</i>	<i>(57'-1")</i>
Depth <i>10.80</i>	<i>(35'-5")</i>

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

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

Do. Long Bridge to top of keel

Draught Moulded *26'-7" (design)*Residence *(Where necessary to be entered in Reg. Book)*Port of Registry *Tokyo*If surveyed while building, afloat, *&* in dry dock *yes*. (Undocked *28/1/52*)

FRAMES, DOUBLE BOTTOM AND BEAMS.

	M.M. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	M.M. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	750	✓	Bracket Floors, Frame	
" " from <i>3/4</i> length amidships to Collision bulkhead	685	✓	" " Reversed Frame	
" " in peaks	610	✓	" " Vertical Struts	
DE FRAMING.			Centre Girder, depth and thickness amidships	<i>1120 x 13</i>
Frame Amidships, Angle, E or F	<i>1.0.A. 300 x 90 x 12/15.5</i>	✓	" " top Angles	<i>welded direct</i>
" " Extends up to	<i>2nd deck</i>	✓	" " bottom Angles	
Reversed Frame Amidships, Angle	<i>none</i>	✓	Side Girders, No. each side and thickness	<i>One 9</i>
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	<i>940 x 12.5</i>
Depth of Framing Girder	300	✓	" " Vertical Angle to Tank side	<i>welded</i>
Frames in Uppermost Continuous 'tween Decks, Angle, E or F	<i>200 x 10 BP</i>	✓	" " Bracket abaft $\frac{1}{2}$ len. from stem	<i>welded</i>
" " Second 'tween Decks, Angle, E or F	<i>200 x 90 x 10 BA</i>	✓	" " Vertical Angle to Tank side	<i>welded</i>
" " Third " " "	✓		" " Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area	<i>every frame</i>
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	<i>300 x 90 x 90 x 12/15.5 cham</i>	✓	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	<i>500 x 550 x 12 welded</i>
" " in peaks, Angle, E or F	<i>250 x 90 x 90 x 11/14.5 cham</i>	✓	" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area	<i>every frame 500 x 550 x 12 welded</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>230 x 90 x 11 BA</i>	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>2150 ; 12</i>
State if Frame Joggled	<i>Welded</i>	✓	INNER BOTTOM PLATING.	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>no</i>	✓	Breadth and thickness of Middle Line	<i>1300 x 12.5</i>
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>yes</i>	✓	Strake	<i>10.5</i>
	<i>yes</i>	✓	Thickness of remainder in Holds	<i>yes</i>
			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?	
DOUBLE BOTTOM.			BEAMS.	
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in	<i>200 x 90 x 90 x 8/13.5 cham</i>
Height of Brackets at side above base line at toe of frame			" " Wells, Angle, E or F	<i>Wells, Angle, E or F</i>
Middle Line Keelson, on Floors, Angles, E or F			" " in way of Bridge, Angle, E or F	<i>every frame</i>
" " Through Plate or Inter-costal Plate			Spacing	
" " Foundation Plate on Floors			Second Deck, amidships, Angle, E or F	<i>200 x 90 x 8/13.5 1.0.A.</i>
" " Flat Plate Keel Angles			Spacing	<i>every frame</i>
Side Keelsons, No. each side			Third Deck, amidships, Angle, E or F	<i>150 x 90 x 9 1.0.A.</i>
" " thickness of Intercostal Plate			Spacing	<i>every frame</i>
" " Angles			Fourth Deck, amidships, Angle, E or F	
DOUBLE BOTTOM.			Spacing	
Solid Floors, thickness and spacing	<i>10.5 every frame</i>	✓	Poop Deck, Angle, E or F	
" " Are Frame and Reversed Frame joggled?	<i>flom welded direct</i>	✓	Spacing	
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, E or F	
" " breadth and thickness at margin plate			Spacing	
			Forecastle Deck, Angle, E or F	<i>1.0.A. 150 x 90 x 9</i>
			Spacing	<i>every frame</i>

PILLARS AND DECKS.

	M. M. IN SHIP.	Any Departure from Approved Plans to be Noted.	M. M. IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows	One row		Stringer Plate, breadth and thickness in way of Bridge	-
" in 'tween Decks, Size and Spacing	on centreline		Thickness of Plating abreast Deck openings in way of Wells	9
" " " " "	widely spaced		Thickness of Plating abreast Deck openings in way of Bridge	-
" in Holds " " "	as approved		Thickness of Plating within line of openings	7.5
Centre Line Bulkhead.			If Sheathed, material and thickness	not sheathed
Stiffeners and Spacing	none		Third Deck.	
Plating, thickness of			Stringer Plate, breadth and thickness	7.5
STRINGERS AND DECKS.			If Plated, state thickness	
Uppermost Continuous Deck.			Fourth Deck.	
Stringer Plate, breadth and thickness in Wells	2130 x 17		Stringer Plate, breadth and thickness	
" " " " in way of Bridge	-		If Plated, state thickness	
" Angle in Wells	anids. 150 x 150 x 19		Poop Deck.	
Thickness of Plating abreast Deck openings in way of Wells	17		Stringer Plate, breadth and thickness	
Thickness of Plating abreast Deck openings in way of Bridge	-		Plating, Sheathing, material and thickness	
Thickness of Plating within line of openings	9.5		Bridge Deck.	
If Sheathed, material and thickness	not sheathed		Stringer Plate, breadth and thickness	
Second Deck.			Plating, Sheathing, material and thickness	
Stringer Plate, breadth and thickness in Wells	9 Breadth variable		Forecastle Deck.	
			Stringer Plate, breadth and thickness	8
			Plating, Sheathing, material and thickness	not sheathed

SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL.				UPPER EDGES.		BUTTS.		
	AMIDSHIPS.		FORWARD	AFT.	State if jogged?		No. OF ROWS OF RIVETS.	RIVETS.	
	Breadth.	Thickness.	Thickness.	Thickness.	SINGLE OR DOUBLE.	RIVETS.		Diam.	Spacing cr. to cr.
Flat Plate Keel	1-300	20	20	20	DR	22 83			
" Dblg. (if any)	-	-	-	-	-	-			
Bottom Plating, No. of Strakes	4	17	18.5	12	DR	22 83			
Bilge Plating, No. of Strakes	1	17	18.5	-	DR	22 83			
Side Plating, No. of Strakes	3	15.5	12	11.5	Electric welded				
Upper Deck, Sheer strake in Wells									
Upper Deck, Sheer strake in Bridge	K 1525	19.5	12	11.5	DR	-			
Strake below Sheer strake in Wells									
Strake below Sheer strake in Bridge	J	15.5	12	11.5	DR	22 84			
Poop side Plating									
Bridge Side Plating									
Forecastle Side Plating	M		10						

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel	7
Extending to Upper Deck (Sec. 3c)	
Deck next below	
As per Rule	6

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
	m m.				
MIDSHIP BULKHEAD, Upper 'tween decks	7 & 6.5	125 x 75 x 7	750	-	-
" " Second "	-	1.0. A.	-	-	-
" " Third "	-	-	-	-	-
" " Holds	11	As per plan. Depth of corrugation 300 & 200	-	-	-
" " (in Hold)	6.5 & 13	150 x 90 x 9	610	-	-
COLLISION "	12.5 & 16	1.0. A.	-	-	-
AFTER PEAK "	9.5 & 8.5	125 x 75 x 10	800	-	-
	8.0	1.0. A.	-	-	-

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	none			
STEM	M. S. plate			
STERN FRAME	Propeller Post	C. S.	As per plan	Amagasaki Steel Works
	Rudder			Kure
Speed of Vessel	13 knots			
RUDDER - Type	Semi-balanced			
"	Total Area	163 sq. ft.		
"	Diam. of head	240 mm		Shin Fuso Kure
"	Mainpiece at top pintle	ms plate		As per plan
"	heel	ms plate		As per plan
"	how constructed	Electric welded		
"	double or single plate	Double		
"	coupling, vertical or horizontal	Horizontal		

STEEL.

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

Open Hearth. Yawata Steel & Iron Co. Ltd. Nippon Steel Tube Co. Ltd.

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

ANCHORS.

CHAIN CABLES.

HAWSERS AND WARPS.

Steering Gear, Type (Power or hand) Electro Hydraulic, Helle Shaw type

Alternative Means of Steering

Manual from
steering house
to

Chains (Size and Test)

none

Windlass

Electric

Lifeboat $9.2 \times 2.9 \times 1.15$
Beats Dinghy $5.0 \times 1.43 \times 0.5$

in Holds, thickness and material in all holds throughout
Coatings strongly constructed of steel
atchways. - (Upper Deck) Adequately supported.

Cargo Battens, thickness, material and spacing ^{2" pine} _{cran. vert}

Thickness of Hatches 60 to 75 mm

Hatchways No. 1 (Fwd.) 8220×6100 No. 2 12750×6100 No. 3 7500×6100 No. 4 12000×6100 No. 5 10435×6100 No. 6 —

of Shifting Beams } 5 / 7 / 4 / 7 / 6 /

YOKOHAMA SHIPYARD & ENGINE WORKS
EAST JAPAN HEAVY INDUSTRIES, LTD.

Builder's Signature

H. Kagasby

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
(b) 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 be 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 its letters. The scantlings and arrangements of the ship are as given in the report and as shown ended on the approved plans now forwarded. All modifications or additions to the 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 requirements. The plans of Midship Section and Profile and Decks showing the ship's structure, now forwarded herewith, have been checked with the approved arrangements and are in order. The quality of materials and workmanship is good. The ship is fitted to carry fuel oil for ship's use in the double bottom tanks and in deep tanks at forward end of cargo room. The peak, deep and double bottom tanks, bulkheads, tunnel, decks and water-tight bulkheads have been tested in accordance with the Rules. The main and auxiliary steering gear and its operation has been tested under working conditions and found satisfactory.

The amount of Entry Fee	£	:	:	} Fees applied for,		
Special Survey Fee	£	:	:			19
Travelling Expenses, if any	£	:	:			19

Received by me,

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

I am of opinion the Vessel should be Classed * 100 A (

State whether the Vessel has been built under Special Survey Yes

Certificate ~~to be~~ ^{in duplicate} sent to Yka.

Date of issue 9/1/55.

Signature Krakamo & G. J. Paisby
Surveyors to Lloyd's Register of Shipping.

Committee's Minute

FRI, 27 JUN 1952

Character assigned

$+100A1$

1,52 Yrs.

Lloyd's A. & C. P.

+ LMC 2.52 Oil Eng. Subject

C.L. (with torsional endorsement)

D.B. 100/12

Wicki Tok. (h)

Note for SRL + RMC.

0216 $\frac{2}{2}$

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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).

This vessel is also classed with NIPPON KAIJI KYOKAI

Freeboards have been assigned by the Japanese Government

The following plans are forwarded herewith:

As Built

As Approved

- Midship Section
- General Construction Sheet 1
- " " " 2
- Stemframe & Rudder
- Stem
- Shell Expansion
- W.T. & O.T. Bulkheads Sheet 1
- " " " & Tunnel " 2
- Bilge & Ballast Piping
- General Arrangement

Midship Section
General Construction Sheet 1
" " " 2

The following forging & casting certificates forwarded herewith:-

PARTICULARS OF ELECTRIC WELDING (if employed) All shell butts; 2nd & 3rd deck beams; Seams of side shell plating except bilge and main sheerstroke; Seams & butts of 2nd & 3rd deck plating; Upper deck butts; Inner bottom seams & butts; Hold & tween deck frames to shell (except channel frames); all tunnel & bulkhead plating & stiffeners.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book
by C.; ESD; DF; Radar.

RADAR Equipment (State if fitted Yes)
State Type or Pattern No. Mark 2 Model 0
State Name 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	43 cwt	0 qrs	22 lbs	KN	Y 2266	10/9/51
	2nd "	42 cwt	3 qrs	21 lbs	KN	Y 2267	10/9/51
	3rd "	43 cwt	2 qrs	3 lbs	KN	Y 2268	10/9/51
Shanks also drop tested	4 th "	19 cwt	3 qrs	14 lbs	KN	Y 2269	10/9/51

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop none ft., R.Q.D. none ft., Bridge none ft., Forecastle 38.2 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated
Official No. 68427 Signal Letters JFPN Extreme Breadth over Belting (Circ. 1611) Over all Length 432.1 ft (Circ. 1703)

No. and Material of Decks 2 dks; 3rd dk in way of No. 1 hold.

Parts of Bottom of Vessel coated with cement or approved composition
Wash cement in nos. 5 & 6 DB 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, f. 34-64 FW only	73.8	285	Fore peak tank, FW or WB	-	77
Double bottom, under Engines and Boilers	-	-	After peak tank, FW or WB	-	65
Double bottom, if under Engines only, FO & FW	49.2	-	Deep tank, aft, f. 0-4 FW or WB	8.0	71
Double bottom, if under Boilers only	-	-	Deep tank, forward, Tanks in way of Tunnel f. 20-34 MT	34.4	234
Double bottom, forward, f. 84-159 FO or WB	177.3	649	Other tanks, if fitted, FO or WB	-	-
Total length (if continuous) and Capacity	300.3	934	(If necessary furnish further information by sketch)	-	-

Order for Special Survey No.

Date

Dates of Surveys held while building

TFN 5th 23rd 24th 29th Oct; 2, 10, 12, 22, 28 Nov.; 7, 13, 18, 20, 27 Dec 1951
11th 16th 26th Jan 1952.
K.N. 9th April 1951; 27th Sept.; 17. 31st Oct.; 1. 5, 8, 9, 10, 13, 14, 15, 19, 21, 23, 24th Nov. 1951;
22, 24, 25th Jan.; 5, 13th Feb. 1952.

Total No. of Visits 38