

Rpt. 1

## STEEL STEAMER OR MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 18th October, 1956. Port of KOBE No. FE-3494Survey held at Innoshima, Japan Date First Survey 21st October, 1955 Last Survey 31st July, 1956.On the (State if Machinery fitted Aft and) Steel Single Screw "NAESS VENTURER" (Machinery Aft)State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Poop Bridge & Foc'sle.TONNAGE under Tonnage Deck ... 19048.48CLASS +100AL "Carrying Petroleum in Bulk" State if with freeboard as condition of Class NoLength from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 646.32Breadth (greatest moulded) B 86.61Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 45.931st Longitudinal Number (L x D) =2nd Numeral L x (B + D) =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 34'-7 3/8"Rise of Floor 4.72"Built at Innoshima, Japan.Launched 25th April, 1956 Yard No. 3777Builders Hitachi Shipbuilding & Eng. Co., Ltd., Osaka.Owners Duo Steamship Corporation.Managers - (Where necessary to be entered in Reg. Book)Residence -Port of Registry Monrovia.

If surveyed while building, afloat, or in dry dock

While building, Afloat and in drydock, Ship undocked 7.56.

## 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.
AMES, Spacing amidships (Longitudinal)	800	/	Bracket Floors, Frame	-	
" " from 1/2 length amidships to Collision bulkhead	680/610	/	" " Reversed Frame	-	
" " in peaks	610	/	" " Vertical Struts	-	
E FRAMING.	See Rpt. 1*	/	Centre Girder, depth and thickness amidships	1450 x 16.5	/
Frame Amidships, Angle, [ or ]	-		" " top angles to inner bottom	Welded.	/
" " Extends up to	-		" " bottom angles to outer bottom	Welded	/
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	3 at 13.5	/
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness	Horizontal 17m/m	/
Depth of Framing Girder	-		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	-	
Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]	-		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	-	
" " Second 'tween Decks, Angle, [ or ]	-		" " Gussets, spacing and scantling abaft 1/2 len. from stem	-	
" " Third " " " "	-		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	-	
" " from 1/2 len. for'd. to 15% len. from Stem	300x90x10/15.5 F.P.	/	Tank Side Brackets, height above base line at toe of Frame and thickness	2600, 13	/
" " in Peaks, <del>Angle</del>	300x90x9/13 A.P.	/	INNER BOTTOM PLATING. in Machy Sp.	17	/
<del>Frame and Shell Plating amidships</del>	Welded	/	Breadth and thickness of Middle Line Strake	-	
ate if Frame Joggled	No	/	Thickness of remainder in Holds	-	
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, [ or ]	See Rpt. 1*	/
ors, Depth and thickness at mid-line in Holds	-		" " in way of Bridge, Angle, [ or ]		
Height of Brackets at side above base line at toe of frame	-		Spacing		
iddle Line Keelson, on Floors, Angles, [ or ]	-		Second Deck, amidships, Angle, [ or ]	-	
" " Through Plate or Inter-costal Plate	-		Spacing	-	
" " Foundation Plate on Floors	-		Third Deck, amidships, Angle, [ or ]	-	
" " Flat Plate Keel Angles	-		Spacing	-	
Side Keelsons, No. each side	-		Fourth Deck, amidships, Angle, [ or ]	-	
" " thickness of Intercoastal Plate	-		Spacing	-	
" " Angles	-		Poop Deck, Angle, [ or ]	250x90x9/13	/
DOUBLE BOTTOM. in Machy. Space	13.5, 800	/	Spacing	800	/
Solid Floors, thickness and spacing	-		Bridge Deck, Angle, [ or ]	200x90x8/13.5	/
" " Are Frame and Reversed Frame joggled?	Welded	/	Spacing	762.5	/
Bracket Floors, breadth and thickness at middle line	-		Forecastle Deck, Angle, [ or ]	200x90x8/13.5	/
" " breadth and thickness at margin plate	-		Spacing	680	/



WATERTIGHT BULKHEADS.				FORGINGS AND CASTINGS.			
Total No. of W.T. BULKHEADS in Vessel—				Casting or Forging.			
Extending to Upper Deck (Sec. 3 c) 16				Seantlings.			
,, Deck next below -				Maker's Name.			
As per Rule -				Any Defects from Above Plans to			
STIFFENERS.				KEEL, <del>XXX</del> Flat Plate.			
VERTICAL.				STEM (As per Hitac)			
Scantlings.				C.S. (App. Dwg.) Osaki			
Spacing.				STERN X Propeller Post			
HORIZONTAL.				FRAME Rudder ,,			
Scantlings.				Speed of Vessel 17 knots.			
Spacing.				RUDDER—Type			
MIDSHIP BULKH'D, <del>TYPE XXXX</del> 3 stringers				Balanced—two pintle			
,, <del>XXXX</del> XX ( 2 @ 1200x11.5				Diam. of head X 450 73.5			
,, <del>XXXX</del> XX (Corrugated with 250x25.4 F.B.				Frame X C.S. (As per Hitac)			
,, <del>XXXX</del> XX (1 @ 1200x11.5				,, <del>XXXX</del> XX C.S. (App. Dwg.) Osaki			
,, Holds ..... 11-14 as appr. (1 @ 1200x11.5				,, heel ...			
,, 7-16 250x12 (with 430x25.4 F.B.				how constructed ... Fabricated.			
COLLISION ,, (in Hold Fr. 123 7-16 250x90x11/145 ) 800				,, double or single plate Double			
AFTER PEAK ,, Fr. 13 7.5-100x95x10				,, coupling, vertical or Horizontal.			
,, 12m/m 230x11B.P. ) 600							
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)				Basic Open Head			
Yawata Iron & Steel Co., Ltd., Hirohata Iron & Steel Co., Ltd.							
STEEL.							
Has the Steel been tested as required by the Rules? Yes.							

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.

CL-

Lloyd's  
Founda

012124-012128-0047 3



EQUIPMENT No. 87147.95

LETTER

ANCHORS.

Number of Anchors.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 55.	Description of Anchor.	Makers.	Where and when tested, and Superintendent.
7861	1st Bower	131 0 7	131 0 7	81 - - -	129 3/4	Latest Improved	Tokyo St.	Makers, 21/2/56
7862	2nd "	131 1 1	131 1 1	81 - - -	129 3/4	Halls type.	Casting	D. Ogata
7863	3rd "	131 1 1	131 1 1	81 - - -	129 3/4		Co. Ltd.	
	Collective weight	393 2 9			389 1/4			
	Stream							

## CHAIN CABLES.

## HAWSERS AND WARPS.

Number of Cables.	Length and size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.	Length and size per Table 55.	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 55.
	Length. Diam.	Statu- tory. Break- ing.	Supplied. Cwts. qrs. lbs.	Per Rule. Cwts.	Length. Diam.				Length. Cir.	Tons.	Length. Cir.
3044	336.7 2 1/2	13 16	1394 3 10	1317.25	330 2 1/2	Special Cast Steel Stud Link.	Komatsu Mfg. Co. Ltd. Komatsu	Maker, 7-6-56. 13-6-56. 22-6-56. M. Sugihara. M. Matsumoto.	POWLINE 141 8	217 (6/37)	140 7
									HAWSERS & WARPS 3 @ 3 1/4 120	36.7 (6/24)	5 3/4 Wire or 120 9 Fibre
									G.F.S.W.R. 2 @ 120	38.7	
									Manila		

Steering Gear, Type (Power or hand) Electric Hydraulic Alternative Means of Steering Hand  
Chains (Size and Test) - Windlass Steam, 300x350mm 3 steel oar-driven 30 pers.  
Boats Class B motor 30 "

s, thickness and material - Cargo Battens, thickness, material and spacing -

ys.-(Upper Deck) 33 Circular O.T. Hatches Thickness of Hatches 13mm steel covers.

ays No. 1 (Fwd.) 33 at 1219mm No. 2 No. 3 No. 4 No. 5 No. 6

ifting Beams  
and Afters

Builder's Signature

S. Akamatsu

Director, Yard Manager, Hitachi Shipbuilding & Engineering Co., Ltd. Innoshima Shipyard

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 Yes

her 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  
ated, together with the flash point (where required to be inserted in the Notation).

s Ship has been built under Special Survey in conformity with the Society's Rules and

ns and Secretary's Letters. The scantlings & arrangements of the ship as built are as

the Report and as shown on the "as fitted" plans now forwarded. All modifications to the

approved arrangements made during construction have been indicated on the plans and have

oved as being in accordance with or by standards equivalent to the Rules requirements.

of midship Section & Profile and Decks showing the ship as built have been checked with

oved arrangements and found in order. The weather decks clear of oil tanks have been hose

defound satisfactory. The requirements of Section 20 of the Rules have been complied with

licable. The windlass, main and auxiliary steering gear and bilge suctions have been tried

king conditions and found satisfactory. Oil fuel, F.P. above 150°F in carried in Nos. 1 & 11

tanks P. & S; forward deep tanks and wing tanks ford of machy space. The Materials & workmanship

good. The Load Lines assigned by the Society have been painted, verified and cut in on the  
s sides.

Fee as per scale ¥5,181,400  
Amount of Entry Fee 33 1/3 % reduction 1,727,133

Fees applied for,  
19/10 19 56.

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

Special Survey Fee..... £ : :

Actual Fee ¥3,454,267

Travelling Expenses, if any ..... £ 74,140

Received by me,

19

Yes

We are

of opinion the Vessel should be Classed +100A1

"Carrying Petroleum in Bulk".

Signature W.G.M. Culloch  
Surveyor to Lloyd's Register of Shipping.

cate to be sent to

Kobe

Date of issue

22/2/57

mittee's Minute

TUESDAY 18 DEC 1956

racter assigned

+100A1

NOTED FOR  
POSTING

T421

Carrying Petroleum in Bulk.

LACP

7.56

+LMC 7.56 (With Tors. End!)

2 WTB 700 lb. OF 7.56

CL

Open Hea

Write KOB. (H.M.)

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Lloyd's Register

012124-012128-012129



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.)

Sister Ship: Kobe Rpt.1 No.FE3536 "ALEXANDRA I"

List of Approved Plans

1. Midship Section.
2. Profile & Top decks.
3. Upper deck
4. Rudder
5. Sternframe
6. Transverse O.T. Bhds. in C.O.tanks.
7. - do - (Alt.)
8. Longl.O.T.bhds.in C.O.tanks.
9. Trans.O.T. and W.T. bhds in E.R.
10. Bottom construction in centre tanks.
11. " " " wing tanks.
12. Side construction in C.O. tanks.
13. Bottom construction in E.R.
14. " " " (Alt.)
15. Side construction in E.R.
16. Ford F.O. tank construction.
17. Fore Peak construction.
18. Aft Peak construction.
19. Platform deck & web frame in E.R.
20. Upper deck in cargo tank.
21. " " " " (Alt.)
22. " " " " (Alt.)
23. Upper deck in E.R.

List of "As Fitted" Plans.

1. Midship Section.
2. Construction Profile & Deck Plans
3. Capacity Plan.
- P.403
- Shell material plan.
- Upper deck material plan.
- Mill sheets.

Certificates

1. Rudder frame upper casting.
2. " " bottom casting.
3. Stern frame, boss & upper castings.
4. " " , bottom castings.
5. Rudder stock.
6. Tiller.

PARTICULARS OF ELECTRIC WELDING (if employed) All welded except keel seams, bilge seams, sheer strake seam, seams of upper deck centre strake, and inboard/outboard seam of upper deck bottom shell strake adjacent to longitudinal bulkhead. Approved type electrodes used throughout. 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  
Machy. Aft., pt. E.W., L.A.C.P., L.F., E.S.D., D.F., G.C.,  
R.D.R., pt. special quality steel.

RADAR Equipment (State if fitted) Fitted.  
State Type or Pattern No. Type 2C  
State Name of Supplier Kelvin & Hughes

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	85 Cwts. 0 qrs. 24 lbs. (excl. pin)	K.I. Y-7858	10-2-56
	2nd "	85 " 3 " 6 " ( " " )	K.I. Y-7859	10-2-56
	3rd "	85 " 2 " 1 " ( " " )	K.I. Y-7860	10-2-56
		132'	41'	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 128.80 ft., R.Q.D. — ft., Bridge 32.51 ft., Forecastle 92. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated —

Official No. 799 Signal Letters 5 L.B.C. Extreme Breadth over Belting 86.99 feet Over-all Length 679.13 feet  
(Circ. 1611) (Circ. 1703)  
No. and Material of Decks One - steel  
Parts of Bottom of Vessel coated with cement or approved composition  
Cement in peaks. Cement wash in Nos. 4 & 5 D.B. tanks (E.R.)  
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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	—	—	Fore peak tank,	41.02	634.8
Double bottom, under Engines and Boilers,	—	—	After peak tank,	24.0	175.6
Double bottom, if under Engines only,	89.2	—	Deep tank, No. 1 F.O. tank P. & S.	24.92	889.4
Double bottom, if under Boilers only,	—	—	Deep tank, No. 2 F.O. tank P. & S.	20.07	813.1
Double bottom, forward,	89.2	—	Other tanks, if fitted,	—	—
Total length (if continuous) and Capacity	—	—	(If necessary furnish further information by sketch.)	—	—

Order for Special Survey No. 3777

Date 2/8/1955.

Dates of Surveys held while building

WMC: 21/10/55, 28/10, 4/11, 10/11, 11/11, 24/11, 30/11, 2/12, 6/12, 7/12, 7/2/56, 8/2, 13/2, 29/2, 1/3, 2/3, 7/3, 8/3, 14/3, 15/3, 16/3, 22/3, 30/3, 10/4, 18/4, 24/4, 25/4, 11/5, 15/5, 17/5, 25/5, 29/5, 2/6, 4/6, 8/6, 15/6, 20/6, 21/6, 26/6, 3/7, 4/7, 10/7, 17/7, 19/7, 31/7  
1956: Feb. 2, 3, 4, 6, 10, 14, 15, 16, 18, 20, 23, 24, 27, 28, 29 March, 2, 3, 5, 6, 8, 9, 10, 12, 15, 16, 19, 20, 22, 23, 24, 27, 30 April, 3, 4, 6, 7, 9, 11, 12, 13, 14, 16, 17, 18, 20, 21, 22, 23, 24, 25 May, 14, 17, 26 June, 11/5, 13/5, 29 July, 4, 5, 7, 11, 13, 14, 16, 17, 18, 19, 21, 25, 31  
YH: 7/4/55, 4, 5, 7, 11, 13, 14, 16, 17, 18, 19, 21, 25, 31  
Total No. of Visits 45 Visits.

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