

## STEEL STEAMER or MOTORSHIP.

Received at London Office...

19 FEB 1934

State if Report has been sent on the Freeboard of the Vessel. Yes (Kobe).

State if Report is sent on the Machinery of the Vessel. Yes

Date of completion of report 18th January 1934.

Port of NAGASAKI.

No. 1940.

Survey held at NAGASAKI. Date First Survey 6th February 1933 Last Survey 10th January, 1934

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw Motor Vessel "KOYEI MARU".

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

State Type of Erections Poop, Bridge, &amp; Forecastle.

TONNAGE under 6045.51  
Tonnage Deck...

CLASS +100A1.

State if with freeboard as condition of Class No  
FEET.Built at Nagasaki Works,  
Mitsubishi Zosen Kaisha, Ltd.,

Launched 3rd Sept. 1933 Yard No. 550.

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) L 435.0'

Breadth (greatest moulded) B 58.5'

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 32.83'

Builders Nagasaki Works,  
Mitsubishi Zosen Kaisha, Ltd.,

Owners Takachiho Shosen Kabushiki Kaisha.

Total 6,045.51

Gross Tonnage 6,774.01

Register Tonnage 4,914.90

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

Residence Osaka.

Port of Registry Kobe.

If surveyed while building, afloat, or in dry dock

Building.

## REGISTERED DIMENSIONS.

FEET.

436.4

58.5

32.8

Framing Depth "d," at middle of length. See Sec. 3 (1d) E.Rm. 19.333

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.25

Do. Long Bridge to top of keel 10.72

Draught Moulded 26.09'

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. or m/m	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. or m/m	Any Departure from Approved Plans to be Noted.
Spacing amidships	33"	As Approved	Bracket Floors, Frame	B.A. 8 3 1/2 .45	As Approved
" from 1/2 length to Collision bulkhead	27"	"	" " Reversed Frame	B.A. 180 75 9.5	"
" in peaks	24"	"	" " Vertical Struts	B.A. 180 75 9.5 CH. 300x90x90x10	"
MINING.			Centre Girder, depth and thickness amidships	60x.55 in E.R. 45x.55-.45	"
amidships, xxx [ or ]	300x90x90x10/15.5	2nd Dk.: Upper Dk. Alt or Brg. dk. where fitted. Web cut down to form 200x90x10 Ang. Alt. Frs. between 2nd & U.Dks & 185x90x10 Ang. between Upper & Brg. Dks.	" " top Angles	D.A. 90x90x13-12.5	"
"			" " bottom Angles	D.A. 100x100x14.5-15.5	"
Extends up to...			Side Girders, No. each side and thickness	2 @ .41	"
Framing Girder	12"		Margin Plate depth (excl. of flange) and thickness	40"x.55-.54 90 90 13	"
in Uppermost Continuous 'tween Decks, xxx [ or ]	9 3 1/2 .475 Alt. Frs. 8 3 1/2 .45 above DT&ER. Web cut to form 7x3x 475 A. & 7x3x.45 from Upp. Dk. to Brg. Dk. except at Br. ends 4 frs 9x3x .475 BA.		" " Vertical Angle to Tank side Bracket abaft 15% len. from stem	130 130 11	"
"			" " Vertical Angle to Tank side Bracket forward 15% len. from stem	130 130 11	"
"			" " Gussets, spacing and scantling abaft 1/2 len. from stem	.41 Continuous	"
"			" " Gussets, spacing and scantling forward 1/2 len. from stem	.41	"
g in Peaks, xxx [ or ]	8 3 1/2 .45 8x3 1/2 x.40 150x90x11 in Focle		Tank Side Brackets, height above at toe of Frame and thickness	69" & 84" in E.R. only.	
er and Spacing of Rivets through Frame and Shell Plating amid- ships	7/8" - 5 1/4"		INNER BOTTOM PLATING.		
Frame Joggled	Joggled		Breadth and thickness of Middle Line Strake	52 1/2 x.51-.41-.52 E.R.	
ARRANGEMENTS (Sec. 7), state system and particulars	Side stringers for 15% L. Deep frame arrangement & web, frame 300x90x90 10/13 channel extending to U.D or Fo'cle Dk where fitted web cut to form 150x90x10 A. or Alt. Fr. between U & 2nd Dks. except in way of Fo'cle. web cut to form 210x90 x10 on Alt. Frs. & 200x 90x10 on every frames between U & Fo'cle Dks. Rev. A Frs 125x90x13 below 2nd Dk: 15% of length for to Coll. Bhd. Stringer depth 390 m/m. Add intercostal 1/2 height side girder fitted about 4'-0" apart & extending forward as far as prac- ticable. Solid floors every frs. with double shell angles midship thickness of bottom plating increased in thickness for 1/2 L. amids. to Coll Bhd.		Thickness of remainder in Holds	.45-.41-.52 E.R.	
THENING OF BOTTOM FOR- D. State Particulars			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?		
BOTTOM.			BEAMS.		
Depth and thickness at mid-line in Holds	Rev. A Frs 125x90x13 below 2nd Dk: 15% of length for to Coll. Bhd.		Uppermost Continuous Deck, amidships in Wells, xxx [ or ]	230x80x80x9.5 9x3x3x.36	
Height of Brackets at side above base line at toe of frame	Stringer depth 390 m/m. Add intercostal 1/2 height side girder fitted about 4'-0" apart & extending forward as far as prac- ticable. Solid floors every frs. with double shell angles midship thickness of bottom plating increased in thickness for 1/2 L. amids. to Coll Bhd.		" " in way of Bridge, xxx [ or ]	200x9x9x8 8x3x3x.38 200x80x80x9.5 .46	
Line Keelson, on Floors, Angles, [ or ]			Spacing	Every frames.	
" " Through Plate or Intercostal Plate			Second Deck, amidships, xxx [ or ]	BA. 8 3 1/2 .45 8x3x3x.42Ch. CH. 200x90x90x9.5-10.5 10x3x.44Ch.	
" " Foundation Plate on Floors			Spacing	Every frames As Approved	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [ or ]		
Keelsons, No. each side			Spacing		
" thickness of Intercostal Plate			Fourth Deck, amidships, Angle, [ or ]		
" Angles			Spacing		
W.T. floors .49			Poop Deck, xxx [ or ]	200x80x80x8.5	"
BOTTOM.			Spacing	Every frame	
Floors, thickness and spacing	.43 every 3rd frame except in E.R. forward of 3/5 length & at narrow ends.		Bridge Deck, xxx [ or ]	230x200x80x80x9.5	"
" Are Frame and Reversed Frame joggled?	Frame only. As Approved		Spacing	Every frame	
Bracket Floors, breadth and thickness at middle line	34 x.43		Forecastle Deck, xxx [ or ]	200x80x80x8.5	"
" breadth and thickness at margin plate	38 x.43	"	Spacing	Every frame	



## PILLARS AND DECKS

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>	<b>Widely Spaced</b>		Stringer Plate, breadth and thickness in way of Bridge .....	<b>63x.38&amp;.42 As Approved</b>
" in 'tween Decks, Size and Spacing.....	<b>as Approved.</b>		Thickness of Plating abreast Deck openings) in way of Wells .....	<b>.37 .35 .33 "</b>
" " " " "			Thickness of Plating abreast Deck openings) in way of Bridge .....	<b>.42&amp; .34 "</b>
" in Holds " "			Thickness of Plating within line of openings....	<b>.32 .34&amp;.31 "</b>
" " " " "			If Sheathed, material and thickness .....	
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>	
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....	
Plating, thickness of .....			If Plated, state thickness.....	
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>	
<b>Uppermost Continuous Deck.</b>		<b>As Approved</b>	Stringer Plate, breadth and thickness.....	
Stringer Plate, breadth and thickness in Wells	<b>66x1"-39<math>\frac{1}{2}</math>x.43 .72Dbg.at Hr.end.</b>		If Plated, state thickness .....	
" " " " in way of Bridge	<b>66x.41</b>		<b>Poop Deck.</b>	
" Angle in Wells .....	<b>200 200 25 75 75 12</b>	"	Stringer Plate, breadth and thickness .....	<b>37x.36 "</b>
Thickness of Plating abreast Deck openings) in way of Wells .....	<b>.78-.72</b>	"	Plating, <del>Steel</del> , material and thickness ...	<b>Steel .30 "</b>
Thickness of Plating abreast Deck openings) in way of Bridge .....	<b>.37</b>	"	<b>Bridge Deck.</b>	
Thickness of Plating within line of openings....	<b>.44 .42-.38</b>	"	Stringer Plate, breadth and thickness.....	<b>60x.55 "</b>
If Sheathed, material and thickness .....			Plating, <del>Steel</del> , material and thickness ...	<b>.44-.39 "</b>
<b>Second Deck.</b>			<b>Forecastle Deck.</b>	
Stringer Plate, breadth and thickness in Wells...	<b>63x.42-.35</b>	"	Stringer Plate, breadth and thickness.....	<b>35x.36 "</b>
			Plating, <del>Steel</del> , material and thickness ...	<b>Stl .35&amp;.40 "</b>

## SHELL PLATING.

SCANTLINGS. /					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if Joggled? <b>Not Joggled</b>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.								
FLAT PLATE KEEL .....	51	.85	.75	.75	As Approved	Double	1	3.7	4-3	1	3.5	1 Strap for 2 Lapped.
„ DBLG. (if any)			1"-	.72		"	7/8	3.3	4-3	1 1/8	4 1/2	4. Lapped
BOTTOM PLATING, No. of Strakes ..... 3		.69	.49	.49-.54	"	"	"	"	"	"	"	"
BILGE PLATING, No. of Strakes ..... 2		.69	.49	.51-.65	"	"	"	"	"	"	"	"
SIDE PLATING, No. of Strakes ..... 2		.68	.46	.46	"	"	"	"	3		3 1/8	"
UPPER DECK, Sheer-strake in Wells.....	72	.94	.64	.58	"	"	7/8	3.3	5-3	7/8	3 1/8	Strap At DBL. END Lapped
UPPER DECK, Sheer-strake in Bridge ...		.68			"	"	7/8		3	7/8	3 1/8	Lapped
STRAKE BELOW Sheer-strake in Wells.....	90	.80	.50	.46	"	"	7/8	3.3	4-3	7/8	3 1/8	"
STRAKE BELOW Sheer-strake in Bridge ...		.68			"	"	7/8	3.3	3	7/8	3 1/8	"
POOP SIDE PLATING .....				.40	"	Single	3/4	3	Single	3/4	2.5	"
BRIDGE SIDE PLATING ...		.62			"	Double	7/8	3.3	4	7/8	3.4	"
FORECASTLE SIDE PLATING				.42	"	Single	"	3.1	Single	3/4	2.6	"

## WATERTIGHT BULKHEADS.

Note:- One WT. Bulkhead dispensed with (Owners letter herewith).

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c).....6

Deck next below One & One non W.T. Ford.

As per Rule

FORGINGS and CASTINGS.

with).	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
	-	-	-	As Approved
KEEL, Bar .....				
STEM .....		F.S. 10 $\frac{1}{2}$ x 2 $\frac{3}{8}$	5 Mitsu-bishi 2-K. Nag.	"
STERN FRAME { Propeller Post .....		As		"
{ Rudder " .....		C.S. approved		"
RUDDER—A x D .....		428.81		"
Speed of Vessel .....		13 $\frac{3}{4}$ knots		"
RUDDER mainpiece at head ..		F.S. 11" dia	Stock.	"
" " heel ..		C.S. H. Section casting	M. 2-K.	"
" how constructed .....		Built up & Stream lined		
" double or single plate .....		Double .50		"
" coupling, vertical or horizontal .....		Vertical.		"

For particulars of other bulkheads, please see approved plan.

For particulars of other bulkheads, please see approved plan.		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
	Brg. front	.44 & .46	230x90x90 x10.5 Ch.	.30 -.32	Lugs 5x5x.38	Ang.
MIDSHIP BULKHEAD	Upper tween decks					
	Upper 68	.26	125x75x11 angle	27		
"	" "					
	Upper 85	.26	125x75x11 angle	27		
"	" "					
	Forward 68	.50-.52	200x80x80x8.5 Ch.			
"	" "					
	Holds ..... 85	.50-.52	250x90x11 Ch.	27		
"	" "					
	(in Hold) 156	.54-.58	250x90x11 Ch.	24	Semi Box Bm fitted	
COLLISION	" "					
	8x12	.52	200x75x10			
AFTER PEAK	" "	.34-.30	BA.	21-24	"	"

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

# O.H.Steel.

STEEL.

Imperial Steel Works, Yawata: Kawasaki Dkyd Co: Asano Shipbuilding Co: Nippon Steel Tube Co:

Tokai Kogyo Kaisha:

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



EQUIPMENT No 41230												LETTER b+		ANCHORS.	
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.
772	1st Bower ...	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	Hall's C.S. Head.	Mitsubishi Zosen K.	Nag. 23-8-33 HDB
773	2nd „ ...	69	0	23		"		53	7	0	0		"	"	" " "
817	3rd „ ...	69	1	26		"		53	9	0	0		"	"	" 13-11-33 TK.
	Collective weight.	208	0	2								207 cwts			
859	Stream .....	20	3	22	5	3	10	21	12	0	0	20.5 cwts	Ordinary	"	" 23-12-33 TK

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.	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.		
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Tons.		Length.	Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
1936	304	2 3/8	101.5		904.2.16		844 1/2		300	2 3/8	S.L.	Osaka Chain Wks	Osaka 25.31-3-33YJ	TOWLINE	130	5	87.8	130	5
			142.1																
3705		Cir.								Cir.				4 off	100	8"	Manila rope.		
Iron Streams Chain or Steel Wire	120	5			55.9				120	5	S.W.	Kwansai Seiko K.	Osaka 30-9-33 HAG	"					
														"					

Steering Gear, Steam Kawasaki Elec. Hydraulic Efficient. Steering Gear, Hand Efficient.  
Boats Two @ 28'-0" Steering Chains, Size and Test / Windlass Electric Efficient.  
Boats One Temma 18'-0"  
Ceiling in Holds, thickness and material 2 1/2" Soft wood on 2" wood battens. Cargo Battens, thickness, material and spacing 6x2" wood, 9" apart.  
Cargo Hatchways.-(Upper Deck) 6 off: Sides .60" Ends .44" } TK Plates. Thickness of Hatches 3" Oregon Pine.  
Size of No. 1 Hatchway (Forward) 31.5x21.0' No. 2 38.5x21.0' No. 3 27.5x21.0' No. 4 16.5x21.0' No. 5 38.5x21.0' No. 6 33.0x21.0'  
Number of Shifting Beams Nos. 1 & 6, - 5 off: Nos. 2 & 5, - 6 off: No. 3, - 4 off: No. 4, - 2 off:

NAGASAKI WORKS, MITSUBISHI ZOSEN KAISHA, LTD.

Builder's Signature

*T. Nagasaki*  
GENERAL MANAGER.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel Yes (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Yes The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The vessel described herein has been constructed under Special survey in accordance with the terms of the Rules and approved plans.  
The materials used in the construction have been tested and the workmanship throughout is good.

All double bottom tanks, Peak tanks, deep tanks, wing tanks & fresh water tanks have been tested as per Rule and found satisfactory.  
All heating coils in tanks have been tested to 200 lbs pressure.  
All cargo oil and oil fuel pipes tested in place to 60 lbs pressure and found good.  
Decks, gutterways, hatch coamings, deck houses, poop, bridge & forecastle front bulkheads, hold and tween deck W.T. bulkheads and side ports, hose tested and found good and tight.  
Hatch tarpaulins hose tested and found good.

Freeboard has been verified and the markings have been cut in on the vessels sides.

Vessels fitted for the carriage of cargo oil in deep tanks F.P. above 150° F. Fuel oil carried in double bottom and wing tanks in E.Rm. F.P. above 150° F. and all requirements of Section 20 & 34 of the Rules complied with.

Casting and forging certificates forwarded herewith.

Plans of Ship as built sent under separate cover, viz:- Midship Section: Construction Profile & Deck; W.S. Pillars & Girders: W.T. & O.T. Bulkheads: Stem: Stern Frame & Rudder: Shell Expansion: Aux. Engine Seating: Pumping plan: and Steel Invoice.

The amount of Entry Fee ..... £ 10-0-0 :  
Special Survey Fee.... £ 554-0-6 :  
Freeboard----¥ 180:00  
Travelling Expenses, if any ¥ 25:00(Kob)  
¥ 20:00(Nag)

Fees applied for,  
12. 1. 1934  
Received by me,  
17. 1. 1934

I am of opinion the Vessel should be Classed \*100A1.

State whether the Vessel has been built under Special Survey Yes

Signature

H.M.

Certificate to be sent to Nagasaki.

Date of issue

21/2/34

*H.D. Buchanan*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 20 FEB 1934

Character assigned

+ 100A1

carry? Cargo oil. F.P. above 150°F in D.S.

Lloyd's A. & C. P.

+ Linc. 1 3/4 C.L.

oil Eng. DB 120 lb. Elec. light

wrote Kobe

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Lloyd's Register  
Foundation

0036 7/2



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 Vessel M.V. "KOSEI MARU" NAG: REPORT N° 1882.

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

1st Bower	40-1-0	HDB	772	28-7-33
2nd "	40-0-13	"	773	9-6-33
3rd "	40-2-10	TK	817	11-9-33
Stream.	19-1-3	"	859	15-12-33

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 30.42 ft., R.Q.D. - ft., Bridge 126.5 ft., Forecastle 43.2 ft.  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated --

Note:— One W.T.bulkhead in forward hold, dispensed with.(Non W.T.Bhd in Ford.Hold fitted).

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 Dks. Steel. 2 Tr.Beams.

Official No. 38564 ; Signal Letters J.O.R.I.

Is bottom of Vessel coated with cement Part only if not give

particulars of composition Fore & Aft Peak tanks, Fresh water tanks, Cofferdams & Wells coated with cement.  
Fuel oil tanks not coated.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	143.0	458.54	Fore peak tank,	27.62	258.8
Double bottom, under Engines and Boilers,	41.25	252.15	After peak tank, Lower	20.00	95.6
Double bottom, if under Engines only,			Deep tank, aft, Upper	20.00	128.0
Double bottom, if under Boilers only,	181.75	672.39	Deep tank, <del>XXXX</del> in Eng.Rm. Forward	35.75	550.0
Double bottom, forward,			<del>XXXXXXXXXX</del> , Aftward	16.50	79.0
				16.00	93.0
				16.5	66.0

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 106

Date 29-12-1932  
LONDON.

Dates of Surveys  
held while building

1933. Feb 6.10.20.23 Mar 6.7.16.24.27.31 Apr 4.5.7.8.10.11.12.13.17.21.22.24  
26.28 May 3.4.6.11.15.16.18.22.24.25.26.30 June 1.7.14.15.16.17.19.21.22  
23 July 4.7.8.18.19.20.21.22.24.26.31 Aug 1.4.5.9.10.11.12.13.14.16.17.21  
24.25.26.28.30.31 Sep 3.8.11.12.21.27 Oct 4.6.13 Nov 6.13.17.25 Dec 9.11  
14.15.16.21.23. 1934, Jan. 6.8.9.10.

Lloyd's Register  
Foundation

Total No. of Visits 99.