

## STEEL STEAMER or MOTORSHIP.

Received at London Office...

State if Report has been sent on the Freeboard of the Vessel Yes (Kabe).State if Report is sent on the Machinery of the Vessel YesDate of completion of report 20th October 1933.Port of NAGASAKI.No. 1916.Survey held at NAGASAKI. Date First Survey 29th November 1932 Last Survey 3rd October 1933. 19On the Steel Single Screw Motor Vessel "UYO MARU".State Type Intermediate.State Type of Erections Poop, Bridge, & Forecastle.TONNAGE under Tonnage Deck... 6,069.36CLASS \*100AI.State if with freeboard as condition of Class NoBuilt at Nagasaki.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 435Launched 24th June 1933 Yard No. 532.Total 6,069.36Breadth (greatest moulded) B 58.5Builders Nagasaki Works, Mitsubishi Zosen Kaisha, Ltd.Gross Tonnage 7,503.31Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 32.83Owners Toyo Kisen Kabushiki Kaisha.Register Tonnage 5,498.361st Longitudinal Number (L x D) = 14,281Managers /2nd Numeral L x (B + D) = 39,729E.R. 19.33Residence Tokio.

## REGISTERED DIMENSIONS.

Length 436.4Framing Depth "d" at middle of length. See Sec. 3 (1d) 20.58Breadth 58.5Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.26Port of Registry Tokio.Depth 32.83Draught Moulded 26'-1.01"If surveyed while building, afloat, or in dry dock Building.

## 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.
FRAMES, 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	"
SIDE FRAMING.			Centre Girder, depth and thickness amidships	60x.55 in E.R. 45x.55-.45	"
Frame Amidships, <del>xxxx</del> [ <del>xxx</del> ]	300x90x90x10/15.5 extends to 2nd Dk or Brg. Dk where fitted web cut to form 210x90x10 Ang. between 2nd & Upp. Dks Alt. frs. & 185x 90x10 Ang. between Upp. & Brg. Dks in way of Holds.		" " top Angles	Double 3 1/2 x 3 1/2 x .53-.49	"
" " <del>xxxxxx</del>	Tween Dk frs 8x3 1/2 x .45 BA extends to U. Dk or Brg. Dk where fitted web cut to form 7x3 1/2 x .45 Ang. alt. between Upp. & Brg. Dks in way of E.R. & Deep Tank.		" " bottom Angles	Double 4x4x.59-.55	"
Depth of Framing Girder	12		Side Girders, No. each side and thickness	2 @ .41	"
Frames in Uppermost Continuous 'tween Decks, <del>xxxxxx</del>	9 3 1/2 .475 Alt. frs web cut to form 7x3 1/2 x .475 Ang. between Upp. & Brg. Dks.		Margin Plate depth (excl. of flange) and thickness	40x.55-.53	"
" " <del>xxxxxx</del>			" " Vertical Angle to Tank side	5x5x.43	"
Framing in Peaks, <del>xxxxxx</del>	200 75 10		" " Bracket abaft 1/2 len. from stem	5 5 .43	"
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8- 5 1/2		" " Vertical Angle to Tank side	.41	"
State if Frame Joggled	Yes		" " Gussets, spacing and scantling abaft 1/2 len. from stem	Continuous. .41	"
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep frame arrangement & web frame fitted. 300x90x90x10/13 CH. extend to Upp. or Brg. Dks where fitted web cut to form 150x90x10 A. on Alt. frs between Upp. & 2nd Dks. except in Foc'l's. where web cut to form 210x90x10 A. on Alt. frs between Upp. & 2nd Dks. on every Frs. between Upp. & Foc'l's Dks. Reverse Angs. in Hold 5x3 1/2 x .50. ON EVERY FR. FROM 15% L Ford. Girder Depth 13".		" " Gussets, spacing and scantling forward 1/2 len. from stem	Continuous. 83"	"
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Tank Side Brackets, height above keel line at toe of Frame and thickness	84" in E.R.	"
SINGLE BOTTOM.			INNER BOTTOM PLATING.	E.R. .52"	"
Floors, Depth and thickness at mid-line in Holds			Breadth and thickness of Middle Line Strake	52 1/2 x .51 to .43	"
Height of Brackets at side above base line at toe of frame			Thickness of remainder in Holds	.45 to .40	"
Middle Line Keelson, on Floors, Angles, [ or ]			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	"
" " Through Plate or Intercoastal Plate			BEAMS.		
" " Foundation Plate on Floors			Uppermost Continuous Deck, amidships	230x80x80x9.5x9/12	"
" " Flat Plate Keel Angles			" " in Wells, Angle, [ or ]	200x90x90x8/13.5	"
Side Keelsons, No. each side			" " in way of Bridge, <del>xxxx</del> [ <del>xxx</del> ]	Every Frames.	"
" " thickness of Intercoastal Plate			Spacing	200x90x90x8/13.5	"
" " Angles			Second Deck, amidships, <del>xxxx</del> [ <del>xxx</del> ]	230x90x90x10.5/13.5 in D.T.	"
DOUBLE BOTTOM.			Spacing	Every Frames	"
Solid Floors, thickness and spacing			Third Deck, amidships, <del>xxxxxx</del> in ER	8x3 1/2 x .45	"
" " Are Frame and Deck Joggled? <u>Yes</u>			Spacing	Every frames	"
Bracket Floors, breadth and thickness at middle line	34 x .43	As Approved	Fourth Deck, amidships, Angle, [ or ]		"
" " breadth and thickness at margin plate	38 x .43	"	Spacing		"
			Poop Deck, <del>xxxx</del> [ <del>xxx</del> ]	200x80x80x8.5/11	"
			Spacing	Every frames	"
			Forecastle Deck, <del>xxxx</del> [ <del>xxx</del> ]	230x80x80x9.5/12	"
			Spacing	200x80x80x9.5/11	"
				Every frame	"
				200x80x80x8.5/11	"
				Every frame	"



# PILLARS AND DECKS.

PILLARS, No. of Rows.....	INCHES IN SHIP. OR m/m		Any Departure from Approved Plans to be Noted.	Stringer Plate, breadth and thickness in way of Bridge .....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
	Widely Spaced	As Approved					
Fr.17 8x.40 Tubular	148 9x.40	11x.50	As Approved	Thickness of Plating abreast Deck openings in way of Wells .....	63x.38-.42	As Approved	
in 'tween Decks, Size and Spacing.	300x90x90x13/15.5 P.	180x75x75x8/10.5 S.		Thickness of Plating abreast Deck openings in way of Bridge .....	.37-.35-.35	"	
Fr.77	200x90x90x9.5/13.5	230x90x90x11.5/13.5		Thickness of Plating within line of openings...	42 & .34	"	
in P&S.	150x75x75x6.5/10	200x90x90x8/13.5		If Sheathed, material and thickness .....	.34-.42	"	
Fr.81	150x75x8	9x2x.475		Third Deck.	.31-.32-.42	"	
Centre Line Bulkhead.	5x3x.30A in Tw.Dk.			Stringer Plate, breadth and thickness.....	Not Sheathed	"	
Stiffeners and Spacing...				If Plated, state thickness.....			
Plating, thickness of				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells	66"x1"-39 1/2"x.43	.72 DBL at Br.Ends.		If Plated, state thickness .....			
" " " " in way of Bridge	66"x.41			Poop Deck.			
Angle in Wells .....	7 7 1			Stringer Plate, breadth and thickness .....	37x.36	"	
Thickness of Plating abreast Deck openings in way of Wells .....	.78-.72-.50			Plating, Sheathing, material and thickness ...	.35 steel	"	
Thickness of Plating abreast Deck openings in way of Bridge .....	.37			Bridge Deck.			
Thickness of Plating within line of openings...	.44 .34 in Brd.			Stringer Plate, breadth and thickness.....	60x.56	"	
If Sheathed, material and thickness .....	Not Sheathed			Plating, Sheathing, material and thickness ...	.44 & .39 steel	"	
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells...	63x.41-.35			Stringer Plate, breadth and thickness.....	35x.36	"	
				Plating, Sheathing, material and thickness ...	.35 steel	"	

# SHELL PLATING.

SCANTLINGS.						RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if Joggled?		RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.		SINGLE OR DOUBLE.	RIVETS.	NO. OF ROWS OF RIVETS.	RIVETS.		
	Inches.	Inches.	Inches.	Inches.			Diam.	Spacing or to or.	Inches.	Inches.	
FLAT PLATE KEEL .....	51	.85	.75	.75	As Approved	Double	1 3.7	4-3	1 4-3.5	Lapped	
" Delg. (if any)											
BOTTOM PLATING, No. of Strakes .....		.69	.49	.49-.65	"	"	7/8 3.3	4-3	7/8 3.1	"	
BILGE PLATING, No. of Strakes .....		.69	.49	.65-.75	"	"	" "	"	" "	"	
SIDE PLATING, No. of Strakes .....		.68	.46	.50-.46	"	"	" "	3	" 3.1	"	
UPPER DECK, Sheer- strake in Wells .....	72	.94	.46	.46	"	"	1 3.7	4-3	1 4	"	
UPPER DECK, Sheer- strake in Bridge ...		.68			"	"	7/8 3.3	3	7/8 3.1	"	
STRAKE BELOW Sheer- strake in Wells .....	90	.80	.46	.46	"	"	7/8 3.3	4-3	7/8 3.1	"	
STRAKE BELOW Sheer- strake in Bridge ...		.69			"	"	7/8 3.3	3	7/8 3.1	"	
POOP SIDE PLATING .....			.40		"	Single	3/4 3	1	3/4 2.5	"	
BRIDGE SIDE PLATING ...		.62			"	Double	7/8 3	4	7/8 3.4	"	
FORECASTLE SIDE PLATING			.42		"	Single	" 3.1	1	3/4 2.6	"	

# WATERTIGHT BULKHEADS.

Note:-One tween deck bulkhead above after deep tank Bhd; dispensed with. (Owners letter herewith).

Total No. of W.T. BULKHEADS in Vessel:-

Extending to Upper Deck (Sec. 3 c) 6

" Deck next below 1

As per Rule 7

For particulars of other bulkheads, please see Approved plans.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
Fr.85	.34	180x75x9.5	25 3/4		
MIDSHIP BULKHEAD, Upper tween decks	.26	125x11 F.B.	27.		
" " Second Fr.68	.30-	125x11 F.B.	27.		
" " Hold. Fr.68	.50	200x75x10BA	21	Two As	
" " Holds Fr.85	.42-	250x90x90x9	24	approved	
" " COLLISION	.54	250x90x90x9	24	Semi-box BM:	
" " AFTER PEAK	.34-	200x75x10BA	24	fitted as	
	.30			approved.	

# FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	-	-	-	-
STEM in 2 pieces.....	F.S.2	10 1/2 x 5/8	MZK.	As Approved
STERN FRAME { Propeller Post .....	C.S.	Stream	"	"
{ Rudder " .....	C.S.	section	"	"
RUDDER-Ax.D 428.81		Reaction Type.		
Speed of Vessel .....		13 1/2 knots		
RUDDER mainpiece at head ...	F.S.	Stock	M.Z.K.	"
" " heel ...	C.S.	"	"	"
" how constructed .....		Built up & Stream lined		
" double or single plate	Double	.50		
" coupling, vertical or horizontal .....	Vertical			

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

STEEL.

Imperial Steel Works. Yawata: Asano Shipbuilding Co. Tsurumi: Nippon Kokan Kaisha, Ltd.

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



EQUIPMENT No 41692										LETTER b <sup>+</sup>	ANCHORS. 3B. 18.			
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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwts.	qrs.				
715	1st Bower ...	68	3	8	Stockless	53	5	0	0		Hall's cast steel head.	Mitsubishi Zosen K.	Nag. 3-6-33 T.K.	
716	2nd „ ...	68	3	13	"	53	5	0	0		"	"	" " "	
785	3rd „ ...	69	3	23	"	53	14	0	0		"	"	" 8-9-33 HDB	
	Collective weight.	207	2	16						207				
784	Stream .....	21	1	19	6	0	8	22	2	0	0	20½	Ordinary type	" 8-9-33 HDB

## 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.		Supplied.	Per Rule.						Length.	Cir.		Length.	Cir.
1922	150 5/8	2 3/8	10 1/10	448-0-21			S.L.	Nippon Mechanical Chain Wks	Osaka Y.J. 31-1-33	TOWLINE	130	5	84.02	130	5
1932	151 1/3	"	"	445-1-25	844 1/4	300	2 3/8	"	16.22-3-33	HAWSERS & WARPS	20 1/2	2 1/2	16.56	100	2 1/4
									16.17-22-23.		20 1/2	2 1/2	16.66		
									Mar 33 T.J.		20 1/2	2 1/2	16.67	100	2 1/4
													16.56		
3576	120	5	57.79			120	5	F.S.W.	Kishiwada (Kob)	"	2- 7"				
								Seiko.	29-6-33 HAG	"	2- 8"			Manila	Ropes.

Steering Gear, Steam Hydraulic Elect: Hele Shaw Type Efficient. Steering Gear, Hand Good & Efficient. Worm Wh: Type.

Boats 2 @ 28'-0": One Temma. Steering Chains, Size and Test / Windlass Electric Efficient.

Ceiling in Holds, thickness and material 2 1/2" O.P. on 2" Wood Battens. Cargo Battens, thickness, material and spacing 6"x2" spaced 9" apart vertical.

Cargo Hatchways. (Upper Deck) 6 off Coamings 30"x.60-.50-.44 Sides. Thickness of Hatches 3" O.P.

Size of No. 1 Hatchway (Forward) 31'6"x21'0" No. 2 38'6"x21'0" No. 3 30'3"x21'0" No. 4 16'6"x21'0" No. 5 38'6"x21'0" No. 6 30'3"x21'0"

Number of Shifting Beams and other Funnels and other Nos. 1, 3 & 6 Hatches 5 off: No. 4 Hatch 2 off: Nos. 2 & 5 Hatches 6 off.

NAGASAKI WORKS, MITSUBISHI ZOSEN KAISHA, LTD.

Builder's Signature

*K. Tani*  
for 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- in D.T. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been constructed under Special survey in accordance with the terms of the Rules and approved plans.

The materials of construction have been tested found efficient and the workmanship throughout is good.

All double bottom tanks, peak tanks, deep tanks, wing tanks in E.R. & tween deck F.W. tanks have been tested as per Rule and found sound and tight.

All heating coils in tanks have been tested in place to 240 lbs hydraulic pressure and all cargo oil and oil fuel suction pipes tested in place to 60 lbs hydraulic pressure and all found good and tight.

Decks, gutterways, hatch coamings, deck houses, Poop, Bridge & Forecastle bulkheads, Hold & tween deck W.T. bulkheads, side ports and Hatch tarpaulins hose tested, and all found satisfactory.

The freeboard has been verified and the markings have been cut in on the vessel's sides.

Vessel fitted for the carriage of cargo oil in deep tanks F.P. above 150° F.

Fuel oil is carried in the double bottom & wing tanks, F.P. above 150° F.

Oil gutter way fitted to D.B. tank top in way of E.R. wing tanks and in hold in way of deep tank.

The amount of Entry Fee ..... £ 170:00  
Special Survey Fee.... £ 9878:00  
Freeboard. £ 195:00  
Travelling Expenses, if any £ 65:00 (Kob)  
£ 40:00 (Nag)

Fees applied for,

2. 10. 1933

Received by me,

17. 11. 1933

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

State whether the Vessel has been built under Special Survey Yes

Signature

*H.D. Buchanan*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Nagasaki.

Date of issue 2/11/33

Committee's Minute

FRI. 17 NOV 1933

Character assigned

+100A1

carry Cargo oil 2 P. above 150° F. in D.T.  
Lloyd's A.C.P. + Linc 10. 33

O.B. 120lb. C.L.  
Elec. Light.

wrk Mrg  
" Kade

*M*



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Lloyd's Register Foundation

2. 11. 33



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" Yard No. 522. Nagasaki Report No. 1882.

Plans of ship as built sent under separate cover, viz:-

Midship Section: Construction Profile & Deck: W.S. Pillars & Girders: W.T. & O.T. Bulkhead:  
Stem: Stern Frame & Rudder: Shell Expansion: Auxiliary Engine Seating: Derrick Guy Arrg:  
and Pumping plan. and also Steel Invoices.

Forging and Casting Certificates forwarded herewith.

Stem Forging Cert No. 655. Stern Frame Steel Casting Cert No. 654.

Note:- The masts with crosstrees are constructed of steel plates and sections all electrically welded. In order that after well deck may be clear of all obstruction, the wire rope shrouds of after mast have been attached to deck house coaming in a fore & aft direction with extra chain plates at corners, so that shrouds may be crossed and attached when vessel is at sea.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	40-0-11	T.K.	715, 30-5-33.
	2nd "	40-1-7	"	716 "
	3rd "	40-2-10	"	785 11-8-33
	Stream.	19-3-6	H.D.B.	784 28-7-33

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 30.4 ft., R.Q.D. -- ft., Bridge 156.75 ft., Forecastle 41.0 ft.

(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. Not joined.

Note:- Tween deck bulkhead above aft deep tank bulkhead dispensed with.

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

Official No. 38732. : Signal Letters J.B.T.I. Is bottom of Vessel coated with cement Part cement, if not give particulars of composition F & A peak tanks, fresh water tanks, Cofferdams & wells cement coated.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	143	458.64	Fore peak tank,		27.62	258.80	
Double bottom, under Engines and Boilers Rm.	44.	252.20	After peak tank,		24.88	223.55	
Double bottom, if under Engines only,			Deep tank, aft,		35.75	1130.80	
Double bottom, if under Boilers only,			Deep tank, forward, in E.Rm.		30.25	162.31	
Double bottom, forward,	151.75	672.56	Other tanks, if fitted, F.W.Tks in Tw.Dk.		33.00	145.45	
	Total capacity of double bottom	1383.40	(If necessary, furnish further information by sketch.)		5.50	24.85	
			* The wells are not to be included in the lengths of the tanks.		111.00	30.29	

Order for Special Survey No. 104

Date 7th Sept, 1932  
London.

Dates of Surveys held while building

1932. Nov. 29 Dec 2. 8. 13. 16. 27.  
1933. Jan 6. 7. 16. 19. 23. 26. 28 Feb 1. 2. 3. 10. 15. 20. 21. 22 Mar 3. 4. 6. 13. 14. 16.  
17. 24. 27. 28. 30. Apr 4. 5. 6. 7. 10. 11. 12. 13. 17. 21. 22. 24. 26. 28 May 1. 4. 6. 10. 15.  
16. 17. 18. 19. 24. 26. 27. 30. 31 June 1. 2. 3. 5. 7. 8. 9. 10. 15. 16. 17. 18. 21. 22. 24 Jul  
5. 11. 13. 20. 26 Aug 7. 10. 12. 16. 17 Sep 6. 7. 9. 12. 19. 22. 24. 27. 30 Oct 2. 3.

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Total No. of Visits 96