

## STEEL STEAMER or MOTORSHIP.

26 APR 1933

Received at London Office

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 29th March 1933.Port of NAGASAKI.No. 1882Survey held at NAGASAKI.Date First Survey 21st April 1932Last Survey 17th March 1933. 19On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Steel Single Screw Motor Vessel "KOSEI MARU".State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantlings.State Type of Erections State Type of Erections Poop, Bridge & Forecastle.TONNAGE under Tonnage Deck 6,039.92CLASS \*100 AI.State if with freeboard as condition of Class) No

FEET.

Built 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 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 32.83'1st Longitudinal Number (L x D) = 14.2812nd Numeral L x (B + D) = 39.729Framing Depth "d," at middle of length. See Sec. 3 (1d) E.R. 19.33Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.25Do. Long Bridge to top of keel 10.72Draught Moulded 26.09'Launched 15th Jan. 1933 Yard No. 522.Builders Nagasaki Works, Mitsubishi Zosen Kaisha, Ltd.Owners Hiroumi Shoji Kabushiki Kaisha.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.

Length 436.4Breadth 58.5Depth 32.8

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	33	As approved	Bracket Floors, Frame	B.A. 7 3 1/2 .34	As approved
" " from 1/2 length to Collision bulkhead	27	"	" " Reversed Frame	B.A. 7 3 .34	"
" " in peaks	24	"	" " Vertical Struts	B.A. 7 3 .34 Ch. 11x3x3x.46	"
SIDE FRAMING.			Centre Girder, depth and thickness amidships	60x.55 in ER. 45x.55-.45	"
Frame Amidships, <del>xxxxxx</del> [	12x3x.46 & .50 in Deep tank extends to 2nd dk & U.Dk (or Br. dk where fitted) alt web cut to form 7x3x.46 angle between 2nd & U.Dk and 7x3x.46 angle between U.Dk & Bridge deck.		" " top Angles	D.A. 3 1/2 3 1/2 .53/.49	"
" " <del>xxxxxx</del> [			" " bottom Angles	D.A. 4 4 .59/.55	"
<del>Reversed Frame Amidships Angle</del>			Side Girders, No. each side and thickness	2 @ 41	
" " Extends up to...			Margin Plate depth (excl. of flange) and thickness	40 x .50-.54	
Depth of Framing Girder	12"		" " Vertical Angle to Tank side Bracket abaft 15% from stem	3 1/2 3 1/2 .43	
Frames in Uppermost Continuous 'tween Decks, <del>xxxxxx</del> [	9 3 1/2 .46 BA. Alt. frs.		" " Vertical Angle to Tank side Bracket forward 15% from stem	5 5 .43	
" " <del>xxxxxx</del> Angle, <del>xxxxxx</del> [	7 1/2 3 1/2 .46 Alt. frs.		" " Gussets, spacing and scantling abaft 15% from stem	.41 Continuous.	
" " <del>xxxxxx</del> " " " "			" " Gussets, spacing and scantling forward 15% from stem	.41 Continuous.	
Framing in Peaks, Angle or [	8 3 .40		Tank Side Brackets, height above deck at toe of Frame and thickness	83" & 84" in ER only.	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 - 5/16		INNER BOTTOM PLATING.		
State if Frame Joggled	Joggled		Breadth and thickness of Middle Line Strake	52 1/2 x .51-.41-.52	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep frame arrangement & Web Fr 11x3x.50 BA extends to U.Dk or Forecastle where fitted, web cut to form 9x3x.50 Angle between 2nd & U.Dk or Forecastle & 6x3x.50 A. between U.Dk & Forecastle dk alternately 7x3x.50 Rev. A. in Hold in way of 15% L Forward.		Thickness of remainder in Holds	.45-.41-.52 ER.	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Girder depth 13" 3 strakes of bottom plating next keel plate increased in thickness from 3/4" amidships to Coll. Bhd. .69 in 27" spacing & .65 in 27" spacing to Coll. Bhd. Add. intercostal 1/2 height side girders fitted about 4'-0" apart & extending forward as far as practicable. Solid floors every Fr. & all in accordance with approved plans.		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?		
SINGLE BOTTOM.			BEAMS.		
<del>xxxxxx</del> [			Uppermost Continuous Deck, amidships in Wells, <del>xxxxxx</del> [ or [	9x3x3x.36-.38	"
<del>xxxxxx</del> [			" " in way of Bridge, <del>xxxxxx</del> [ or [	8x3x3x.38-.46	"
<del>xxxxxx</del> [			Spacing	Every Frame.	"
Middle Line Keelson, on Floors, Angles, [ or [			Second Deck, amidships, <del>xxxxxx</del> [ or [ BA.	8x3x3x.42-.46	"
" " Through Plate or Intercostal Plate			Spacing	10x3x.44 in DT.	"
" " Foundation Plate on Floors			Third Deck, amidships, Angle, [ or [	8x3x.42 in ER.	"
" " Flat Plate Keel Angles			Spacing	Every Frame.	"
Side Keelsons, No. each side			Fourth Deck, amidships, Angle, [ or [		
" " thickness of Intercostal Plate			Spacing		
" " Angles			Poop Deck, <del>xxxxxx</del> [ or [	8x3x3x.34	"
DOUBLE BOTTOM.			Spacing	Every Frame	"
Solid Floors, thickness and spacing			Bridge Deck, <del>xxxxxx</del> [ or [	8x3x3x.38	"
" " Are Frame and Reversed Frame joggled? <u>Yes in ER only.</u>			Spacing	Every Frame	"
Bracket Floors, breadth and thickness at middle line	34 x .43	approved	Forecastle Deck, <del>xxxxxx</del> [ or [	8x3x3x.34	"
" " 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>					
" in 'tween Decks, Size and Spacing.....	Widely Spaced		Stringer Plate, breadth and thickness in way of Bridge .....	63x .42-.38	As approved
" " " " "	as approved.		Thickness of Plating abreast Deck openings) in way of Wells .....	.37 .33-.32	"
" in Holds " "			Thickness of Plating abreast Deck openings) in way of Bridge .....	.42 & .34	"
" " " " "			Thickness of Plating within line of openings...	32 .34 .42	"
<b>Centre Line Bulkhead.</b>			If Sheathed, material and thickness .....		
Stiffeners and Spacing.....			<b>Third Deck.</b>		
Plating, thickness of .....			Stringer Plate, breadth and thickness.....		
<b>STRINGERS AND DECKS.</b>			If Plated, state thickness.....		
<b>Uppermost Continuous Deck.</b>			<b>Fourth Deck.</b>		
Stringer Plate, breadth and thickness in Wells	66x1"-39 $\frac{1}{2}$ x.43 .72DBG.at Br.end.	"	Stringer Plate, breadth and thickness.....		
" " " " in way of Bridge	66x.41	"	If Plated, state thickness .....		
" Angle in Wells .....	7x7x1" 6x6x.84-.73 Ford. 6x6x.82-.70 Alf. 3x3x.47 Ford.	"	<b>Poop Deck.</b>		
Thickness of Plating abreast Deck openings) in way of Wells .....	.78-.72	"	Stringer Plate, breadth and thickness .....	37x.36	"
Thickness of Plating abreast Deck openings) in way of Bridge .....	.37	"	Plating, Sheathing, material and thickness ...	Steel .30	"
Thickness of Plating within line of openings...	.44 .42-.38	"	<b>Bridge Deck.</b>		
If Sheathed, material and thickness .....	2 $\frac{1}{2}$ " O.P.crew space only	"	Stringer Plate, breadth and thickness.....	60x.55	"
<b>Second Deck,</b>			Plating, Sheathing, material and thickness ...	.44-.39	"
Stringer Plate, breadth and thickness in Wells...	63x.41-36 $\frac{1}{2}$ x.35	"	<b>Forecastle Deck.</b>		
			Stringer Plate, breadth and thickness.....	35x.36	"
			Plating, Sheathing, material and thickness ...	Stl .35 & .40	"

## SHELL PLATING.

SCANTLINGS.						RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	No	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.					Inches.	Inches.		Inches.	Inches.	
FLAT PLATE-KEEL .....	51	.85	.75	.75	As approved.	Double	1	3.7	4-3	1	3.7 3.5	1 strapped lapped.		
„ DBLG. (if any)				.69-.49										
BOTTOM PLATING, No. of Strakes ..... 3		.69	.49-.65	.54-.75	“	Double	7/8	3.3	4-3	7/8	3.4 3 1/8	Lapped		
BILGE PLATING, No. of Strakes ..... 2		.69	.49	.51-.65	“	“	“	“	“	“	“	“		
SIDE PLATING, No. of Strakes ..... 2		.68	.46	.50-.46	“	“	“	“	3		3 1/8	“		
UPPER DECK, Sheer- strake in Wells.....	72	.94	.54-.46	.58-.46	“	“	1 7/8	3.7 3.3	5-4-3 5-3	1 7/8	3 3/4 3 1/8	Lapped & Strapped at DBlgs.		
UPPER DECK, Sheer- strake in Bridge ...		.68			“	“	7/8		3	7/8	3 1/8	Lapped		
STRAKE BELOW Sheer- strake in Wells.....		.80	.46	.52-.46	“	“	1 7/8	3.7 3.3	4-3	7/8	3 3/4 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			“	“	7/8	3.3	4	7/8	3.4	“		
FORECASTLE SIDE PLATING			.42		“	“	“	3.1	Single	3/4	2.6	“		

Note:- WATERTIGHT BULKHEADS.  
One Bhd in Forwd Hold dispensed with.  
(Owners letter herewith)

Extending to Upper Deck (Sec. 3 c)	6	
Deck next below	1	
As per Rule	7	

For particulars of other bulkheads, please see approved plan.

For particulars of other bulkheads, please see approved plan.			STIFFENERS.				
			Plating Thickness.	VERTICAL.		HORIZONTAL.	
				Scantlings.	Spacing.	Scantlings.	Spacing.
BRG. Front			.44	10x3 <sup>1</sup> / <sub>2</sub> x.43	.60	BA	
			.44	Lugs. 32"			
MIDSHIP BULKH'D, Uppertween decks			&.40	5x5x.38	A.		
		Second	68	.26	5x3x.34A		
"	"	"	85	.36-	7x3x.34BA	24x28	
"	"	<del>xxx</del>	68	.34-	27x33		
"	"	Holds	85	.50-	8x3x.36BA	2. AS APPROVED	
"	"			.30	10x3 <sup>1</sup> / <sub>2</sub> x.41-21		
"	"			.30	10x3 <sup>1</sup> / <sub>2</sub> x.44CH		
"	"			.54-	10x3 <sup>1</sup> / <sub>2</sub> x.47	SemiBox F	
"	"			.28	32x.40CH24	Plate48x	
"	"			.52	8x3x.36	SemiBoxBn	
"	"			.34-	BA. 21-24	Fitted.	
"	"			.30			
COLLISION							
AFTER PEAK							

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
	-	-	-	As approved
KEEL, Bar .....		✓ -	Lanarkshire	
STEM .....	F.S.	10 $\frac{1}{2}$ x 2 $\frac{5}{8}$	Stl Co.	"
STERN		As	Mitsu-	"
FRAME	Propeller Post	C.S.	bishi-	"
	Rudder	approved	Z.K.	"
RUDDER—A x B .....		567		"
Speed of Vessel .....		12 $\frac{3}{4}$ knots.		"
RUDDER mainpiece at head ...	F.S.	11 $\frac{3}{4}$	Mitsu-	"
" " heel ...	"	8 $\frac{3}{4}$	bishi	"
" " how constructed .....			Z.K.	"
" " double or single plate		Built up and Stream lined.		"
" " coupling, vertical or		Double .50		"
" " horizontal .....		Vertical		"

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) O.H. Steel.  
Kawasaki Dockyard Co. Ltd. The Lanarkshire Steel Co. Colvilles Ltd. Cargo Fleet Iron Co. Ltd.  
Consett Iron Co. Ltd. Vereinigte Stahlwerke A.G. Imperial Steel Works. Yawata.  
 Has the Steel been tested as required by the Rules? Yes



EQUIPMENT No. 41930										LETTER 34		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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
632	1st Bower ...	69	0	10	Stockless			53	10	0	0		Hall's C.S.	Mitsubishi	Nag. 29-12-32 T.K.
633	2nd „ ...	69	0	10	"			53	10	0	0		" Head.	Zosen K.	" " "
634	3rd „ ...	69	1	15	"			53	10	0	0		"	"	" " "
	Collective weight.	207	2	7								207.			
635	Stream .....	21	1	16	5	1	18	22	2	0	0	20.5	Ordinary	"	" 30-12-32 T.K.

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.	Statu- tory.	Break- ing.	Supplied.	Per Rule.			Length. Diam.					Length. Cir.	Tons.	Length. Cir.
	Fathoms.	Ins.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Ins.
1887	300	2 3/8	101.5	902-1-3	844 1/2			300	2 3/8	S.L.	Osaka Chain Works. 6-7-32 Osaka 16-8-32 Y.Jo	TOWLINE...	130	5	78.5 130 5
			142.1									HAWSERS & WARPS			
												4 off	100	8	Manila rope.
636	120	5	58.0					120	5	S.W.Tokyo Seiko. Kaisha.	Kokura. 31-10-32 T.K.				

Steering Gear, Steam Browns Bro's Elec. Hydraulic; Efficient Steering Gear, Hand Efficient.

Boats 2 @ 28'0" 1 Temma 18'0" Steering Chains, Size and Test / Windlass Elec. Efficient.

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" TK plates. Thickness of Hatches 3" Pitch Pine.

Size of No. 1 Hatchway (Forward) 31.5'x21.0' No. 2 38.5x21.0' No. 3 24.75x21.0' No. 4 16.5x21.0' No. 5 35.75x21.0' No. 6 33.0x21.0'

Number of Shifting Beams ~~XXXXXXXXXXXX~~ 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

*J. Motora*  
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.

This 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 and 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.

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

Vessel 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.R. F.P. above 150° F. and all requirements of Section 20 & 34 of the Rules complied with.

Sister Vessel, "Koryu Maru" Nagasaki Report No. 1808.

Castings and Forgings Certificates forwarded herewith.

Plans of ship as built sent under separate cover, viz:- Midship Section. Construction Profile & Deck. W.S. Pillar & Girders. W.T. & O.T. Bulkhead. Stem. Stern frame & Rudder. Shell Expansion. Auxiliary Engine Seat. and Pumping plan. and Steel Invoices.

The amount of Entry Fee .....	£ ¥ 166:00	Fees applied for,	
Special Survey Fee ....	£ ¥ 9103:00	20. 3. 19 33	I am of opinion the Vessel should be Classed <b>*100 AI.</b>
Freeboard.	¥ 180:00	Received by me,	
Travelling Expenses, if any	£ ¥ 77:00	29. 3. 19 33	
	34:00 charge)		

State whether the Vessel has been built under Special Survey **Yes.** Signature *For T. Kanishi & self H.D. Buchanan.*  
Surveyor to Lloyd's Register of Shipping.

Certificate sent to **Nagasaki.** Date of issue **5/5/33**

Committee's Minute

Character assigned

**FRI. 28 APR 1933**

**+ 100 AI**

Carry: Cargo oil 21 above 150° F. in S.T.

*Write H.D. (H.M.)*

*Lloyd's arch*

*+ Lmb 3.33 Cl.*

*S.B. - 120 lb*

*Elec. Lt.*

*MM*



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Lloyd's Register  
Foundation

008691-008691-00182/2



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.)

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

1st Bower	43 cwt- 1 qrs- 1 lbs.	T.K.	632	15-10-32.
2nd "	43 " 1 " 3 "	"	633	"
3rd "	43 " 3 " 10 "	"	634	"
Stream.	19 " 3 " 8 "	"	635	25-10-32.

**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 bulkhead in forward hold dispensed with (Owners letter herewith).

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

Official No. 38063. ; Signal Letters J.P.I.E. Is bottom of Vessel coated with cement Part cement 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.		Where Fitted.	*Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	143.0	458.66	Fore peak tank,	27.75	258.8
Double bottom, under Engines and Boilers,	45.66	250.53	After peak <del>and</del> Lower tank.	24.87	95.9
Double bottom, if under Engines only,			<del>Upper tank.</del>	20.00	124.1
Double bottom, if under Boilers only,	181.75	672.52	Deep tank aft	35.75	593.84
Double bottom, forward,			Deep tank, forward, (side) (Eng.Rm).	P 16.50	S 562.98
Total capacity of double bottom	370.41	1381.71	Side deep tank aft	P 22.00	S 99.19
* The wells are not to be included in the lengths of the tanks.			Other tanks, if fitted	P 16.50	S 87.12

Order for Special Survey No. 103

Date 1st March 1932  
London.

Dates of Surveys  
held while building

1932:—Apr 21.23 May 3.18.24.27.31 June 2.8.14.18.21.22.24.28 July 2.6.7.8.11  
18.20.22.24.28.29 Aug. 5.8.12.13.15.16.19.20.22.24.30 Sep 1.5.9.13.16.21.24.  
27.29.30 Oct 4.10.11.12.15.18.20.21.22.25.27 Nov. 1.2.4.7.28 Dec 2.13.16.19.  
21.22.24.28.29.30.  
1933:—Jan 6.9.12.13.15 Feb 3.7.13.15.20.23.25.27 Mar 1.4.7.8.15.17.

Total No. of Visits 93.