

STEEL STEAMER OR MOTORSHIP.

15 OCT 1957

Received at London Office

State if Report has been sent on the Freeboard of the Vessel

State if Report is sent on the Machinery of the Vessel

Date of completion of report

Port of Nagasaki (Shimonoseki)

No. 775

Survey held at Nagasaki

Date First Survey 11th Feb. 1957

Last Survey 31st July, 1957

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

Single Screw Motorship "KOSEI MARU"

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

Complete superstructure without tonnage opening

State Type of Erections Forecastle

TONNAGE under Tonnage Deck ...

8100.49

of space or spaces in Tonnage Dk. Upper Dk.

8100.49

Tonnage 9,202.21

Tonnage 5,352.99

REGISTERED DIMENSIONS.

FEET

469.5

63.7

40.0

CLASS

State if with freeboard as condition of Class

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

45.932

Breadth (greatest moulded)

B 63.65

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

D 40.03

1st 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

11.47

Do. Long Bridge to top of keel

-29.53

Draught Moulded (Summer Fbd. 11.39)

28.65

Built at Nagasaki

Launched 30th April, 1957 Yard No. 1485

Builders Mitsubishi Zosen K.K.

Owners Daido Kaiun K.K.

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry Kobe

If surveyed while building, afloat, or in dry dock 7.57

While building

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	800	✓	Bracket Floors, Frame	-	
" " from 1/2 length amidships to Collision bulkhead	685	✓	" " Reversed Frame	-	
" " in peaks	610	✓	" " Vertical Struts	-	
DE FRAMING.			Centre Girder, depth and thickness amidships	1500 x 13.5	✓
Frame Amidships, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/> Inverted	300 x 90 x 10/16	✓	" " top Angles	Welded	✓
" " Extends up to	3rd Dk.	✓	" " bottom Angles	Welded	✓
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	One, 9.5	✓
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness	1020 x 14	✓
Depth of Framing Girder	300	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	Welded	✓
Frames in Uppermost Continuous 'tween Decks, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/> B. Plate	200 x 10	✓	" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	Welded	✓
" " Second 'tween Decks, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/> B. Plate	230 x 12 (AT TRANSVERSES)	✓	" " Gussets, spacing and scantling abaft 1/2 len. from stem	12.5 x 400	✓
" " Third " " " "	230 x 12	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	12.5 x 400	✓
" " from 1/2 len. for'd. to 15% len. from Stem	300 x 90 x 10/16 Inv. Angle	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	1550 x 12.5	✓
" " in Peaks, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/> Bulb Plate	300 x 12 web with 150 x 12 Face Bar	✓	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	230 x 12	✓	Breadth and thickness of Middle Line Strake	1370 x 13	✓
State if Frame Joggled	Welded	✓	Thickness of remainder in Holds	11 11.5	See plans
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Upper tween deck only	✓	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, <input checked="" type="checkbox"/> or <input type="checkbox"/>	See Report 1* attached	✓
Floors, Depth and thickness at mid-line in Holds			" " <input checked="" type="checkbox"/> or <input type="checkbox"/>		
Height of Brackets at side above base line at toe of frame			Spacing Longly		
Middle Line Keelson, on Floors, Angles, <input checked="" type="checkbox"/> or <input type="checkbox"/>			B. Plate	250 x 12	✓
" " Through Plate or Inter-costal Plate	None	✓	Second Deck, amidships, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>		
" " Foundation Plate on Floors			Spacing	800	✓
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/> Inverted	230 x 90 x 9/13	✓
Side Keelsons, No. each side			Spacing	800	✓
" " thickness of Inter-costal Plate			Fourth Deck, amidships, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>	230 x 12 B.P.	See plans
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/>	None	
Solid Floors, thickness and spacing	11.5 @ 2400	✓	Spacing		
" " Are Frame and Reversed Frame joggled?	Welded	✓	Bridge Deck, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/> Inverted	125 x 75 x 7	✓
Bracket Floors, breadth and thickness at middle line	875 x 10.5	✓	Spacing	150 x 90 x 9	✓
" " breadth and thickness at margin plate	800 x 11	✓	Forecastle Deck, Angle, <input checked="" type="checkbox"/> or <input type="checkbox"/> B. Plate	200 x 10	✓
			Spacing	685/610	✓

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.		
PILLARS, No. of Rows						Stringer Plate, breadth and thickness in way of Bridge			400 x 10.5	/	822
" in 'tween Decks, Size and Spacing			Pillaring in accordance with the approved plan			Thickness of Plating abreast Deck openings in way of Wells			9.5	/	821
" " " " "						Thickness of Plating abreast Deck openings in way of Bridge.....			9.5	/	
" in Holds " " " "						Thickness of Plating within line of openings...			7.5	/	Number of Plating.
" " " " "						If Sheathed, material and thickness.....			-		396
Centre Line Bulkhead.						Third Deck.					
Stiffeners and Spacing			None	/		Stringer Plate, breadth and thickness.....			400 x 10	/	
Plating, thickness of						If Plated, state thickness			7.5	/	
STRINGERS AND DECKS.						Fourth Deck.					
Uppermost Continuous Deck.						Stringer Plate, breadth and thickness.....					FR
Stringer Plate, breadth and thickness in Wells			22	/		If Plated, state thickness.....					
" " " " in way of Bridge			22	/		Poop Deck.					
" Angle in Wells			180 x 80 x 25	/		Stringer Plate, breadth and thickness.....			None	/	of L
Thickness of Plating abreast Deck openings in way of Wells			22	/		Plating, Sheathing, material and thickness					Bridge on Up
Thickness of Plating abreast Deck openings in way of Bridge.....			22	/		Bridge Deck.					
Thickness of Plating within line of openings...			9.5	/		Stringer Plate, breadth and thickness.....					
If Sheathed, material and thickness.....			Deck comp. in accordance with approved plan			Plating, Sheathing, material and thickness			7 Deck comp.	/	acco
Second Deck.						Forecastle Deck.					
Stringer Plate, breadth and thickness in Wells			400 x 10.5	/		Stringer Plate, breadth and thickness.....			10	/	
						Plating, Sheathing, material and thickness...			8 & 14	/	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED LAPPLG.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
Flat Plate Keel.....	1360	22.5	22.5	22.5	✓	Double	22	8	rivs. each row	✓			
„ Dblg. (if any)	-	-	-	-		-							
Bottom Plating, No. of Strakes		17.5	20.5	18.5	✓	Welded	-						
Bilge Plating, No. of Strakes		17.5	17.5	17	✓	Double	22	8	rivs. each row	✓			
Side Plating, No. of Strakes		17	13	13	Welded except common seam G/H strakes	D.R.	22	"	"	"	✓		
Upper Deck, Sheer- strake in Wells.....		21.5	13	14	✓	Double	22	"	"	"	✓		
Upper Deck, Sheer- strake in Bridge ...		21.5			✓	"	"	"	"	"	✓		
Strake below Sheer- strake in Wells		17	13	13	✓	Welded					All shell		
Strake below Sheer- strake in Bridge ...		17			✓	"					Welded		
Poop Side Plating.....		-	-	-									
Bridge Side Plating.....		-	-	-									
Forecastle Side Plating		-	11	-	✓	Welded							

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) _____

„ Deck next below _____

As per Rule _____

6 7 ft RB
2
7

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Dep from Ap Plans to b
KEEL, Bar	Plate	Plate		/
STEM	"	"		/
STERN X { Propeller Post } FRAME { Rudder "	Casting	AS APPROV	MITSUBISHI STEEL MFG	/
Speed of Vessel	16 K			/
RUDDER—Type <i>frame</i> X Balanced				/
" A x D	1390			/
" Diam. of head X	Forging	315		/
" Mainpiece at top pintle				
" " heel	Casting	AS APP	MITSUBISHI STEEL MFG	/ al
" how constructed	Welded plates & diap			/
" double or single plate coupling, vertical or horizontal	Double			/
	Horizontal			/

STEEL.

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

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

"KOSEI MARU" YARD No 1485

No. 775

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
	In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.
of L, L or C												
Bridge 'tween Decks ...												
from Uppermost Continuous No. 1												
" 2												
" 3												
" 4												
" 5												
" 6												
" 7												
" 8												
" 9												
" 10												
" 11												
" 12												
" 13												
" 14												
" 15												
" 16												
Age of Longitudinal Frames	Amidships			At Ends								
Tank Top Longitudinals	m/m	m/m		m/m	m/m							
	210	x 11		210	x 11							
Bottom " "	230	x 11		230	x 11							
BULK PLATE Longitudinals												
Amidships	875			875								
At ends...	875			875								
Transverses.												
Depth and Thickness												
Face Angles												
Lugs to Shell*												
Depth and Thickness												
Face Angles												
Lugs to Shell*												
Depth and Thickness												
Face Angles												
Lugs to Shell*												
" " Back Bars												
Brackets												
Age of Transverse Frames...												
State if joggled or liners.												
Bridge Deck	m/m	m/m	m/m									
Upper "	140	x 90	x 12									
Second "												
Third "												
Transverse Beams.												
Plate												
Face Angles												
INVERTED ANGLE												
m/m												
300 x 90 x 12/17												
Spaced 2400 -												
3,200												

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

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.

4544 Metric															
EQUIPMENT No. 48912															
LETTER ef															
ANCHORS.															
Number of anchors.	Anchor.	WRIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.	Makers.	Where and when tested, and Superintendent.			
820	1st Bower	83	0	4				60	10	8	0	81 3/4	Stockless	Tokyo Steel	Tokyo - 5/3/57
822	2nd "	83	1	20				60	10	0	0	"	Improved Halls	Casting Co.	T. Nomura
821	3rd "	82	2	16				60	0	0	0	"			
Collective weight															
Stream															

CHAIN CABLES.										HAWERS AND WARPS.										
Number of cables.	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.	Diam.					Length.	Ins.		Tons.	Length.	Ins.
39607	303.5	58	133400	196900	870	1	26	38,335	300	57	CS Stud Link	Osaka Chain & Man Co. Ltd.	Osaka 5/4/57 H. Nishigawa	TOWLINE	240m	44	91.800	220	84	10
														HAWERS & WARPS	Manilla					
															2@	200	65	2880	4@	
															2@	200	70	3400	200	23655
Stream or Wire																				

Steering Gear, Type (Power or hand) Electro-hydraulic (20 H.P. x 2) / Alternative Means of Steering Hand Pump /

Steering Chains (Size and Test) None / Windlass Electric (80 H.P.) / Boats 2 wood /

Thickness and material 65mm. S.W. on 13mm. bearers / Cargo Battens, thickness, material and spacing 150 x 50 S.W. @ 260 centres /

(Upper Deck) 12mm. Steel coamings welded to deck / Thickness of Hatches 75mm. /

No. 1 (Fwd.) 9590 x 5000 / No. 2 12800 x 7000 / No. 3 11200 x 7000 / No. 4 8800 x 7000 / No. 5 11200 x 7000 / No. 6 8800 x 7000 /

Long Beams } No. 1:-6 / No. 2:-7 / No. 3:-6 / No. 4:-5 / No. 5:-6 / No. 6:-5 /

and Afters }

Builder's Signature

NAGASAKI WORKS

MITSUBISHI SHIPBUILDING & ENGINEERING CO., LTD.

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 /

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 stated, together with the flash point (where required to be inserted in the Declaration).

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

the Secretary's letters. The scantlings and arrangements of the vessel are as

shown in the report and as shown on the "Approved" plans, and on the "As built" plans now forwarded.

Any alterations or additions to the original approved arrangements have been indicated on the

plans. The plans of Midship Section and Profile and Decks showing the ship as built and

herewith have been checked with the approved arrangements and found in order.

The materials and workmanship are good. All D.B. tanks, peak tanks, deep tanks, oil fuel tanks

and bulkheads, shell and decks in way of refrigeration spaces, the shaft tunnel and watertight

doors have been tested as required by the Rules and found satisfactory. The weather decks,

and bulkheads, shell and decks in way of refrigeration spaces, the shaft tunnel and watertight

doors have been tested. The windlass and steering gear have been marked on the ship's sides,

and out in. Oil fuel, flash point above 150°F. is carried in Nos. 1, 2, 3, 5, 6, 7 & 8 D.B.

and in the engine room settling tanks. Vegetable oil may be carried in deep tanks abaft the

com.

Amount of Entry Fee as per Scale £2,094,000 / Fees applied for, SEP. 30, 1957 /

Special Rebate 33 1/3% 698,000 /

Special Survey Fee £1,396,000 /

Travelling Expenses, if any £ : : 19 /

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

I am of opinion the Vessel should be Classed 100 A.1. /

Whether the Vessel has been built under Special Survey Yes /

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Nagasaki /

Date of issue

15/11/57 /

Committee's Minute

TUESDAY - 5 NOV 1957 /

Character assigned

+100 A.1 /

Carrying vegetable oil in deep tanks aft. /

LACP /

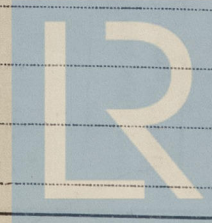
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POSTING 370

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Lloyd's Register
Foundation

0182 3/3

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded the Plans should be embodied.)

Sister vessels - M.S. "KOCHU MARU", Nagasaki Yard No. 1445. Shimonoseki Report No. 450

- M.S. "KOSOH MARU", " " " 1465 " " No. 750

- Loadline assigned by the Japanese Government

Ship examined in dry Dock on 22nd July and undocked - 24th July, 1957

The following Approved plans are now forwarded "Midship Section and Profile and Decks (2 Sheets).

The following "As built" plans are forwarded with this report:-

Midship Section

Const. Profile and Decks (Sheets 1 & 2)

W.T. and O.T. Bulkheads

Double Bottom (Sheets 1 & 2)

After Peak

Fore Peak

Shell Expansion

Sternframe, Rudder

Location & particulars of P.403 plating

Capacity plan, & General Arrangement

Pumping Plan

Hydrostatic Curves

The following forging and casting certificates are forwarded with this

Sternframe

Rudder stock, Upper & Lower castings for rudder

Steering gear crosshead. Tiller.

PARTICULARS OF ELECTRIC WELDING (if employed)

The vessel is of all welded construction with the exception of the following riveted connections:- Upper deck stringer angle, sheerstrake seams, common sea side shell. Strakes G/H, seams of bilge strakes and keel plating, and foundation connection at ends of midship deckhouse.

SPECIAL NOTATIONS :- Either as part of the vessel's class or for record in the Register Book

Part electrically welded, Cruiser stern, Lloyd's A & C.P., D.F., E.S.D., Radar, Gyro compass, Carrying vegetable oil in deep tanks aft, Longitudinal framing at bottom and at Upper deck.

RADAR Equipment (State if fitted)

State Type or Pattern No. Sperry MK2

State Name of Maker and/or Supplier Tokyo Keiki K.K.

State Name of Supplier Tokyo

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

1st Bower 54.1.18 - K.N. - Y/9817 - 1.3.57
2nd " 54.3.6 - K.N. - Y/9819 - 1.3.57
3rd " 54.0.24 - K.N. - Y/9818 - 1.3.57

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Fore

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 79212 Signal Letters JMLL Extreme Breadth over Belting 63'-9 1/2 Over-all Length 49

No. and Material of Decks 3 Steel (except in Nos. 4 & 6 Holds) Rise of floor 6.69" (170mm.)

Parts of Bottom of Vessel coated with cement or approved composition Fore peak, after peak, and feed water tank in machinery space double bottom.

Particulars of composition (if fitted) and of approval None

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

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.
Double bottom, aft,	118	466	Fore peak tank,	35
Double bottom, under Engines and Boilers,	53	(F.W. & oil fuel)	After peak tank,	20
Double bottom, under Engines only,	-	-	Deep tank, aft, (including Exp. Trunks)	47
Double bottom, under Boilers only,	-	-	Deep tank, forward,	-
Double bottom, forward,	193	665	Other tanks, if fitted, Tank Abreast Tank	24
Total length (if continuous) and Capacity	364	1,131	(If necessary furnish further information by sketch.)	

Order for Special Survey No.

Date 10 July, 1956

Dates of Surveys held while building

1957 Feb. 11, 15, 16, 18, 19, 20, 21, 22, 23, 25, 26, 27. 28
March 1, 2, 5, 7, 11, 16, 25, 26, 27, 28, 29, 30
April 1, 2, 4, 5, 8, 9, 11, 12, 13, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26
May 7, 8, 10, 15, 18, 20, 28, 31
June 1, 20, 21, 24, 25
July 4, 9, 15, 22, 24, 25, 27 & 31

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