

## STEEL STEAMER or MOTORSHIP.

Received at London Office

State if Report has been sent on the Freeboard of the Vessel. No.

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

Date of completion of report 24th April, 1929.

Port of NAGASAKI.

No. 1676

Survey held at NAGASAKI.

Date First Survey 1st May, 1928.

Last Survey 29th March, 1929.

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

Steel Twin Screw Steamer "URAI MARU".

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

Complete Superstructure Vessel. without tonnage opening.

State Type of Erections Fofecastle.

TONNAGE under Tonnage Deck... 5,114.56

CLASS 100 AI.

State if with freeboard as condition of Class

Yes

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 404.5

Breadth (greatest moulded)

B 55.0

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

D 33.0

Total 5,114.56

Gross Tonnage 6,376.92

Register Tonnage 3,758.45

1st Longitudinal Number (L x D) = 13551

2nd Numeral L x (B + D) = 35,798

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

14.00

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

12.26

## REGISTERED DIMENSIONS. FEET.

Length 404'-6"

Breadth 55'-0"

Depth 33'-0"

Draught Moulded 22'-11.3"

Launched 15th Dec. 1928. Yard No. 452.

Builders Nagasaki Works, Mitsubishi Zosen Kaisha, Ltd.,

Owners Osaka Shosen Kabushiki Kaisha.

Managers

(Where necessary to be entered in Reg. Book)

Residence Osaka.

Port of Registry Osaka.

If surveyed while building, afloat, or in dry dock

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	30		Bracket Floors, Frame B.A.	6 1/2 3 .38	
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame	5 1/2 3 .38	
" " in peaks	24		" " Vertical Struts Ch.	10x3 1/2 x 3 1/2 .42	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	42 .54 .44	
Frame Amidships, Angle [	9 3 1/2 .38		" " top Angles	3 1/2 3 1/2 .52	
" " Extends up to	2nd & 3rd Dk alternately.		" " bottom Angles	4 4 .58	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	One .40	
" " Extends up to	12" frames 32-40.		Margin Plate depth (excl. of flange) and thickness	32 .52 .58	in B space.
Depth of Framing Girder	9"		" " Vertical Angle to Tank side	3 1/2 3 1/2 .42	in way B.S.
Frames in Uppermost Continuous 'tween Decks, Angle [	7 3 1/2 .34		" " Bracket abaft 1/2 len. from stem	6 6 .44	15% L from stem.
" " Second 'tween Decks, Angle [	7 3 1/2 .36 (F.75-10L)		" " Vertical Angle to Tank side	3 1/2 3 1/2 .42	
" " Third " " " "	7x3 1/2 x .34 & 9x3 1/2 x .38 alt. (F.75-10L)		" " Bracket forward 1/2 len. from stem	3 1/2 3 1/2 .44	
Framing in Peaks, Angle [	7 3 1/2 .40		" " Gussets, spacing and scantling abaft 1/2 len. from stem	3 1/2 3 1/2 .42	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5.6		" " Gussets, spacing and scantling forward 1/2 len. from stem	3 1/2 3 1/2 .42	
State if Frame Joggled	Yes		Tank Side Brackets, height above base line at toe of Frame and thickness	64 .42 in way " .52 in B.S.	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep Frame Arrangement. Main Frame 10x3 1/2 x .44 BA to 3rd Dk & 2nd Dk alt. 2" side stringers .40 thick. 5x3x.40 Face angle..		INNER BOTTOM PLATING.		
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Add int side girder spaced 6'-0" a part & 1/2 height girder extending		Breadth and thickness of Middle Line Strake	52 .50 .56	in B.S.
SINGLE BOTTOM.			Thickness of remainder in Holds	42-.38 .50 in E.S. .56 in B.S.	
Floors, Depth and thickness at mid-line in Holds	as far as practicable. 3 strakes of shell plating next to keel thickness .57 maintained to coll. bhd. Frame angle inside D.B. Ford. of 3/5 L 5x5x.42 DR		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	
Height of Brackets at side above base line at toe of frame			BEAMS.		
Middle Line Keelson, on Floors, Angles, [ or [			Uppermost Continuous Deck, amidships in Way of Bridge Angle [ or [	9x3 1/2 x 3 1/2 .40 for alt. .54 Fr. space	
" " Through Plate or Intercoastal Plate			" " in Way of Bridge Angle [ or [	7x3x3x.36 for every Fr.	
" " Foundation Plate on Floors			Spacing	60 amidship.	
" " Flat Plate Keel Angles			Second Deck, amidships, Angle [ or [	7x3x3x.36 & .34	
Side Keelsons, No. each side			Spacing	30	
" " thickness of Intercoastal Plate			Third Deck, amidships, Angle [ or [	7x3x3x.34 & 8x3x3x.34	
" " Angles			Spacing	30	
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle [ or [		
Solid Floors, thickness and spacing	.40		Spacing		
" " Are Frame and Reversed Frame joggled?	.50 in Boiler room. No.		Poop Deck, Angle, [ or [		
Bracket Floors, breadth and thickness at middle line	32 x .40		Spacing		
" " breadth and thickness at margin plate	35 1/2 x .40		Low Pr. Dk. Angle [ or [	6 3 .32	
			Spacing	60	
			Forecastle Deck, Angle, [ or [	7x3x3x.34	
			Spacing	27 & 24	



## PILLARS AND DECKS.

[illegible]

## SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? No.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam.	Spacing cr. to cr. Inches.		Diam.	Spacing cr. to cr. Inches.		
FLAT PLATE KEEL .....	50 $\frac{1}{2}$	.74	.65	.65		Double	1"	3 $\frac{3}{4}$	4 - $\frac{1}{2}$ L 3 Ends.	1"	4	Lapped.	
" DBLG. (if any)		/					/						
BOTTOM PLATING, No.) of Strakes ..4..	78	.57	.48	.48	(Three Maintained .57 to collision bulkhd)	Double	7/8"	3 $\frac{1}{2}$	3	7/8"	3	"	
BILGE PLATING, No. of) Strakes .....						"	"	"	3	"	3	"	
SIDE PLATING, No. of) Strakes .....5.....		.57	.46	.46		"	"	"	3	"	3	"	
UPPER DECK, Sheer- strake in Wells ....	49 $\frac{1}{2}$	.68	.46	.46	(increased .04 for compensation for air part)	"	"	"	4-3	"	3 $\frac{1}{2}$ -3	"	
UPPER DECK, Sheer- strake in Bridge ...)													
STRAKE BELOW Sheer- strake in Wells ....)	76 $\frac{9}{16}$	.66	.46	.46		"	"	"	4-3	"	3 $\frac{1}{2}$ -3	"	
STRAKE BELOW Sheer- strake in Bridge ...)													
POOP SIDE PLATING .....													
BRIDGE SIDE PLATING ...													
FORECASTLE SIDE PLATING			.42			Single	$\frac{3}{4}$	2.9	Single	$\frac{3}{4}$	2.63	Lapped	

## WATERTIGHT BULKHEADS.

## FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		
Extending to Upper Deck (Sec. 3 c)	1	
Deck next below	5	
As per Rule	6	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	157 132 102 20	2 C 2 C 2 C 2 C	5x3x30 A " " 32-30 " " 31-24 " " 30-27	Z 4	
" " Second	132	46x30	9x3½x48 A	4 B A 32-30	
" " Holds { Third	57	"	8x3x42 B A	31-24	
" " Holds { .....	31	44x30 44x26	6x3x38 A 7x3x42-36	12-3½x46 WAY OF R.W. TANKS 32-30 & 11x3½x48 B A	
" " (in Hold)	187	52x32	6x3x36 A 7x3x34	24	
COLLISION			5x3x36 A WITH 7x3x34 B A	24	(Caption)
AFTER PEAK	10	48x30			

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	Flat plate	Lanarkshire Stl Co.	✓
STEM	Rolled steel ✓	9½x2½"		
STEER FRAME	Propeller Post ✓	Cast steel shaft bracket fitted		✓
	Rudder " ✓	Cast steel.	Kobe Steel Wks.	✓
RUDDER—A x D		443.2		✓
Speed of Vessel		14½ knots.		✓
RUDDER mainpiece at head		10¾	Nippon Seiko-sho. Muroran.	✓
" " heel		8½		✓
" " how constructed		Built		✓
" " double or single plate		Single 1.10		✓
" " coupling, vertical or horizontal		Vertical 28¾x24¾"		✓

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Open Hearth Process.  
David Colville & Sons Ltd. Lanarkshire Steel Co, Ltd., Consett Iron Co, Ltd.,  
Pease & Partners Co, Ltd. Skin Iron Works., Bolekow, Vaughan & Co, Ltd.,  
Has the Steel been tested as required by the Rules? Yes.



EQUIPMENT No. <u>37928.94</u>												LETTER <u>64</u>	ANCHORS.		
Number of Certificate.	Anchor.	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.			
935	1st Bower ...	69	1	1	--			53	7	2	0		Stockless	Kobe Stl Wks.	Kobe 10-7-28
934	2nd „ ...	69	0	9				53	5	0	0		"	"	" "
933	3rd „ ...	69	0	7				53	5	0	0		"	"	" "
	Collective weight.	207	1	17								194½			
932	Stream .....	21	2	1	5	3	16	22	0	0	0	19 (ex stock)		"	Kobe 9-7-28 A.W.

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.		Length.	Cir.
1589	Fathoms.	Inch.	Tons.	Cwts. lbs.			Fathoms.	Inch.	S.L. Osaka Chain Works.	Osaka	1-10-29 Y.	TOWLINE...	Fathoms.	Inch.	Tons.	Fathoms.	Inch.
	311 2 1/2	10 1/2	5	142 10	917-1-3	720 3/4	270 2 1/2	16					120 4 1/2	65.5	(special flex)	120 5 1/2	
												HAWSERS & WARPS	180 8			180 8	
													180 7			180 7	
Iron Stream Chain or Steel Wire	90	4 1/8			59.00 (Spec.flex)		90	5									

Steering Gear, Steam Brown Bros. patent steam tiller. Steering Gear, Hand Yes.

Boats 6- 24'-0"x7'-6"x3'-0" Steering Chains, Size and Test / Windlass Atlas Werke Bolmen.

12- Life Rafts.

Ceiling in Holds, thickness and material 2 1/2" Cargo Battens, thickness, material and spacing 2" Wood spaced 7" apart.

Cargo Hatchways.-(Upper Deck) Plates, Angles & wood covers. Thickness of Hatches 3 inches.

Size of No. 1 Hatchway (Forward) 18-0x16-0 No. 2 30-0x18-0 No. 3 27-6x18-0 No. 4 17-6x16-0 No. 5 / No. 6 /

Number of Shifting Beams and Fore and Afters No.1 - 3. No.2 - 5. No.3 - 5. No.4 - 3.

NAGASAKI WORKS, MITSUBISHI ZOSSEN KAISHA, LTD.  
Builder's Signature S. Kawanishi  
GENERAL MANAGER

GENERAL DECLARATION This vessel has been built in accordance with the Rules and approved plans.

The materials and workmanship are good.

The Fore & Aft peak tanks, Fresh water tanks at sides of engine room, Double bottom tanks, weather decks, gutter ways and W.T.Bulkheads have been satisfactorily tested.

The freeboard has been verified and the Freeboard marks have been "cut in" on the vessel's side.

Plans sent under separate cover of:- Midship Section. Construction Profile & Deck (Sheet 1 & 11). W.T.Bulkhead. Rudder. Shaft Bracket. Stern frame & Cut up casting. Stem. Main Engine Seat. Pumping.. and also Certificates of Castings and Forgings.

*Shed back for Freeboard*

The amount of Entry Fee ..... <u>£ 100:00 :</u>	Fees applied for, <u>17. 4. 1928</u>	I am of opinion the Vessel should be Classed <u>*100A1 with freebd.</u>
Special Survey Fee.... <u>£5391:38 :</u>	Received by me,	
Kobe charge. <u>{ 79:80</u>	<i>per cable rec'd SL 16/5/29</i>	
Travelling Expenses, if any £ <u>{ 51:72</u>		
London charge. <u>24.65</u>	Yes	Signature <u>George Anderson</u> Surveyor to Lloyd's Register of Shipping.
State whether the Vessel has been built under Special Survey		
Certificate to be sent to <u>Nagasaki.</u>	Date of issue <u>20/6/29</u>	

Committee's Minute FRI. 7 JUN 1929 FRI. 12 JUL 1929

Character assigned + 100A1 With Freeboard

*Lloyd's A & C* *+ LMC 3.29*

*MD*

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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.)

4a.

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

1st Bower	40 - 1 - 2.	Y.J.	935.	6th April 1928.
2nd "	39 - 3 - 1.	A.W.	934.	27th March 1928.
3rd "	40 - 0 - 6.	A.W.	933.	6th April 1928.
Stream.	21 - 2 - 1.	A.W.	932.	6th April 1928.

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop / ft., R.Q.D. / ft., Bridge / ft., Forecastle **42.8**  
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated /

No. and Material of Decks (this information is to be given as it should appear in the Register Book) **2 decks steel (U - W.S. 2nd Dk- pt W 3rd Deck (steel) in No.1 & 2 Holds, E & B spaces and part No.3 Hold.**

Official No. **34488.** ; Signal Letters **T.S.L.P.** Is bottom of Vessel coated with cement **Yes** if not g  
particulars of composition

**PARTICULARS OF WATER BALLAST.—**

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Cap Tons
Double bottom, aft, (F 16-60)	110	201.2	Fore peak tank,	22.6	49.
Double bottom, under Engines and Boilers, (F 60-102)	105.0	421.5	After peak tank,	20.9	117.
Double bottom, if under Engines only,			Deep tank, aft, F.W. tank Eng.Rm (Port)	7.5	31.
Double bottom, if under Boilers only,			Deep tank, forward, " " (Starbd)	7.5	31.
Double bottom, forward, (F 102-157)	131.0	295	Other tanks, if fitted,		
		Total capacity of double bottom	(If necessary, furnish further information by sketch.)		
		917.7			

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

Order for Special Survey No. **84.**

Date **28th Nov. 1927**  
**LONDON.**

Dates of Surveys held while building

1928. May 1.25.29 June 14.19.22.23. July 3.6.9.11.17.21.24.27. Aug. 1.6.15.22.24.28.31. Sep. 4.6.11.19.22.24.25.28. Oct. 1.3.4.10.11.12.13.15.18.26. Nov. 1.5.9.19.20.23.26.28. Dec. 1.7.8.13.15.18.19.20.21.22.29.  
1929. Jan. 4.7.9.17.25. Feb. 6.20.21.22. Mar. 1.2.5.7.8.11.18.22.27.29.

Total No. of Visits **80.**