

STEEL STEAMER or MOTORSHIP.

Received at London Office 26 JAN 1934

State if Report has been sent on the Freeboard of the Vessel *yes*State if Report is sent on the Machinery of the Vessel *yes*

Date of completion of report 12 December 1933

Port of Kobe

No. 8433

Survey held at Gh, Harima

Date First Survey 4th August 1932Last Survey 5th December 1933

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

Single Screw M.S. KOMAKI MARU

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

Complete Superstructure with Tonnage Opening

State Type of Erections Forecastle, only.

TONNAGE under Tonnage Deck... 5737.17

CLASS +100A1

State if with freeboard as condition of Class *yes*

Built at Gh, Harima

Do. of space or spaces between Tonnage Dk. and Upper Dk. 162.56

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 450

Launched 8 July 1933 Yard No. 189

Total 5899.73

Breadth (greatest moulded) B 61

Builders Harima Shipbuilding & Engineering Co. Ltd.

Gross Tonnage 6468.06

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 40.06

Owners Kokusai Kisen Kaisha

Register Tonnage 3812.37

1st Longitudinal Number (L x D) = 18075

Managers

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

REGISTERED DIMENSIONS. FEET.

Length 138.25 m. 453.6

Framing Depth "d," at middle of length. See Sec. 3 (1d) 17.21

Residence

Breadth 18.59 m. 61.0

Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.26

Port of Registry Kobe

Depth 9.16 m. 30.0

Draught Moulded 26.76

If surveyed while building, afloat, or in dry dock

While Building.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. and <i>up</i>	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. and <i>up</i>	Any Departure from Approved Plans to be Noted.
AMES, Spacing amidships	36		Bracket Floors, Frame	BA 230 90 11	
" " from $\frac{3}{4}$ length to Collision bulkhead	27		" " Reversed Frame	BA 230 90 11	
" " in peaks	24		" " Vertical Struts	None	
DE FRAMING.			Centre Girder, depth and thickness amidships	46 $\frac{1}{2}$ x 22	X 6 2 sec better
Frame Amidships, <i>Angle</i> [	280 90 13		" " top Angles	90 x 90 x 14	dbl
" " Extends up to	Third Deck		" " bottom Angles	130 130 17	dbl
Reversed Frame Amidships, Angle	-		Side Girders, No. each side and thickness	Two 44	
" " Extends up to	-		Margin Plate depth (excl. of flange) and thickness	39 x 58	
Depth of Framing Girder	-		" " Vertical Angle to Tank side	160 160 14 T	
Frames in Uppermost Continuous 'tween Decks, <i>Angle</i> [	150 90 12.5A cut from BA.		Bracket abaft $\frac{1}{2}$ len. from stem	130 130 13 A	in after hold
" " Second 'tween Decks, <i>Angle</i> [	200 90 12.5	Alternately	" " Vertical Angle to Tank side	160 160 14 T	
" " Third " " "	200 90 12.5		Bracket forward $\frac{1}{2}$ len. from stem	130 130 13 DA	in fore hold
Framing in Peaks, <i>Angle</i> [	200 90 11.5		Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	Continuous throughout	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	4 $\frac{7}{8}$		Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem	formed of flange of margin plate	
State if Frame Joggled	yes		Tank Side Brackets, height above base line at toe of Frame and thickness	73	
STRENGTHENING ARRANGEMENTS (Sec. 7), state system and particulars	340 x 100 x 17 BA dup frames with tie bars and thickened shell in lieu of stringers		INNER BOTTOM PLATING.		
LENGTHENING OF BOTTOM FORWARD. State Particulars	Double Riveted Bottom Frames, Extra Side Girders		Breadth and thickness of Middle Line Strake	57 x 56	app'd 56" wide
DOUBLE BOTTOM.	Bottom plating maintained midship thickness; all as required by Rules.		Thickness of remainder in Holds	50	
Floors, Depth and thickness at mid-line in Holds			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 Wells, Angle, E or [	230 90 11	
" " " Through Plate or Intercoastal Plate			" " in way of Bridge, Angle, [or [
" " " Foundation Plate on Floors			Spacing	at every frame	
" " " Flat Plate Keel Angles			Second Deck, amidships, Angle, E or [	250 90 11	
Double Keelsons, No. each side			Spacing	at every frame	
" " thickness of Intercoastal Plate			Third Deck, amidships, Angle, E or [	250 90 12	
" " Angles			Spacing	at every frame	
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [or [
Solid Floors, thickness and spacing	44 D 36		Spacing		
" " Are Frame and Reversed Frame joggled?	Stiffened.		Poop Deck, Angle, [or [
Bracket Floors, breadth and thickness at middle line	34 $\frac{1}{2}$ x 46	Span as app'd	Saloon		
" " breadth and thickness at margin plate	34 $\frac{1}{2}$ x 46		Bridge Deck, Angle, E or [	150 75 9	
			Spacing	at every frame	
			Forecastle Deck, Angle, [or [	230 90 13	
			Spacing	at 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.
PILLARS, No. of Rows.....									
" in 'tween Decks, Size and Spacing....					Stringer Plate, breadth and thickness in way of Bridge	-			
" " " " "					Thickness of Plating abreast Deck openings } in way of Wells .....	.43		✓	
" in Holds " "					Thickness of Plating abreast Deck openings } in way of Bridge	-			
" " " " "					Thickness of Plating within line of openings...	.35		✓	
Centre Line Bulkhead. Hold.					If Sheathed, material and thickness	-			
Stiffeners and Spacing.....	250	90	11 BA or alternate ft.		Third Deck.				
Plating, thickness of	150	75	7 1/2 BA or every ft.		Stringer Plate, breadth and thickness.....	51	x .34	✓	
		.30			If Plated, state thickness.....	.30		/	
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....				
Stringer Plate, breadth and thickness in Wells	64"	x .77	✓		If Plated, state thickness				
" " " " , in way of Bridge	-				Poop Deck.				
" Angle in Wells	150	150	19 ✓		Stringer Plate, breadth and thickness				
Thickness of Plating abreast Deck openings }		.61	/		Plating, Sheathing, material and thickness ...				
in way of Wells					Saloon				
Thickness of Plating abreast Deck openings }		.68	/		Bridge Deck.				
in way of Deck Machinery					Stringer Plate, breadth and thickness.....	58	x .30	✓	
Thickness of Plating within line of openings...		.46	✓		Plating, Sheathing , material and thickness ...	.25		✓	
If Sheathed, material and thickness					Forecastle Deck.				
Second Deck.					Stringer Plate, breadth and thickness.....	36	x .38	/	
Stringer Plate, breadth and thickness in Wells...	51	x .45	/		Plating, Sheathing , material and thickness ...	.36		✓	

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	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	55	.85	.75	.75		Double	1"	4"	4	1"	4"	Lapped	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes ....3.....)		.70	.59	.56	note	Double	7/8	3.6	4	7/8	3 1/2	Lapped	
BILGE PLATING, No. of Strakes .....2.....)		.70	.59	.58 & .60	See app'd. sketch plan for arrangt.	Double	7/8	3.6	4	7/8	3 1/2	Lapped	
SIDE PLATING, No. of Strakes .....4.....)		.68	.58 - .49	.54 - .49	and thickness at ends.	Double	7/8	3.6	3	7/8	3 1/8	Lapped	
UPPER DECK, Sheer- strake in Wells.....)	52	.83	.49	.49		Double	1	4	4	1	4	Lapped	
UPPER DECK, Sheer- strake in Bridge ...)													
STRAKE BELOW Sheer- strake in Wells.....)	52	.74	.49	.49		Double	1	4	4	1	3 1/2	Lapped	
STRAKE BELOW Sheer- strake in Bridge ...)													
POOP SIDE PLATING													
BRIDGE SIDE PLATING ...													
FORE'C'TLE SIDE PLATING			.44			Single	3/16		1	3/4	3	Lapped.	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

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

Extending to Upper Deck (Sec. 3 c) *One (collision Bulk)*

„ Deck next below *Seven*

As per Rule *Seven (6 to 2nd & Collⁿ Bulk to Upper)*

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	forged, 2 pieces		Kobr Steel works	} as app'd plan.
STERN FRAME { Propeller Post	Cast Steel, 2 pieces		ditto	
{ Rudder				
RUDDER—A × D 405				
Speed of Vessel 16.5				
RUDDER mainpiece at head ...	11" Stock			
" " heel ...				
" how constructed	Built up & elect. welded.	}	Kobr Steel works & Harima Dockyard	} as app'd plan.
" double or single plate	Double			
" coupling, vertical or horizontal	Horizontal			

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD						
	Upper tween decks					
"	Second "	25 - 27	150 x 15 x 15 BA	25"		
"	Third "		140 x 15 x 9 BA	30"		
"	Holds	30 - 40	250 x 90 x 12 BA	30"		
COLLISION	(in Hold)	34 - 55	250 x 90 x 12 BA	24"	2 Paulling Stringers 1 Hot Glider inner bottom	
AFTER PEAK	"	30 - 48	200 x 75 x 8 BA	24"	one step at hull 12 ft	

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *open heart process*
Arano Shipbuilding Co; Kawasaki Dockyard Co Ltd; Vereinigte Stahlwerke A.G. Hoerder Verein, of Goerde;
Vereinigte Stahlwerke A.G. August Thyssen-Hütte, of Hamborn; Vereinigte Hüttenwerke Burbach-Eich-Deudelingen
 Has the Steel been tested as required by the Rules? *yes.* *Abteilung Burbach.*

ANCHORS. 4

CHAIN CABLES.

HAWSERS AND WARPS.

Steering Gear, Hand *worn & Quarrant*

Steering Chains, Size and Test 4000

Windlass *Electric by Harms Dockyard*

Ceiling in Holds, thickness and material 2 1/2" O.P. on 2" O.P. battens

Cargo Battens, thickness, material and spacing *Vertical 2"x6", 3 per frame head*

Cargo Hatchways.—(Upper Deck) 30" x .44 Steel Coaming

Thickness of Hatches 3'

Size of **No. 1 Hatchway** (Forward) 29'-3" x 18' **No. 2** 36' x 20' **No. 3** 30' x 20' **No. 4** 30' x 20' **No. 5** 36' x 20' **No. 6** 29'-3" x 18'

Number of **Shifting Beams** and ~~for Fore and Afters~~ *no. 1, 3, 4 or hatch has fir beam*
no 2 or has seven
no 7 has one

no 7 - 16' x 8'

Builder's Signature

Marina Shipbuilding & Engineering
Co. Ltd.

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 has been built in accordance with the approved plans & instructions as well as with the printed Rules. The materials & workmanship are satisfactory; the former have been tested as required by the Rules. The keelboard has been verified & cur in. (See over)

The double bottom tanks, wing tanks, deep tanks, peak tanks, wells & cofferdams, bulkheads, transverse weather decks, scuppers, W.C. doors, & tarpaulins have been tested as required by the Rules.

The requirements of Section 20 of the Rules have been complied with and fuel oil is to be carried in the double bottom, wing tanks & one peak tank; flash point above 150°F.

The deep tanks abaft the engine room have been fitted for the carriage of cargo oil in bulk; flash point above 150°F.

In my opinion the vessel is entitled to the notations "Fitted for oil fuel 12.33 flash point above 150°F", "Lloyd's A.C.P.", "Fitted for carrying Cargo oil 1933, t.p. above 150°F, in Dwp Tanks"; "Wireless Telegraphy"; "Electric Light"; "Huller Electrically welded"; "Cruiser Stern"

The amount of Entry Fee 2 ~~£~~ 10-0-0

Special Survey Fee.... 2 \$542-11-0

Travelling Expenses, if any £ ~~£~~ 384.00
(including Washy. & London Cables)

State whether the Vessel has been built under Special Survey.

A+M Certificate ~~to be~~ sent to Kobe

Date of issue. 7/2/34

Fees applied for,

8th Jan. 1934

Received by me,

264 1934

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

~~"Shelter Deck"~~ with subboard "

Signature Mordecai M. Parker.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE. 30 JAN 1934

Character assigned

+ 100H1

Wilt freeboard

Carrying Cargo oil 3 ft. above 150° F. in Deep Tanks

Wise Rob

Lloyd's arch.

Rudder Electrically Welded

+ Lamb 12, 33

S.B. 100

Oil Eng. Elec. Lt.

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Lloyd's Register
Foundation

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.)

This vessel is similar to hull: Uruga Dock Co's no 386.

The following plans and documents are forwarded with this report:—

- ① Midship Section (as built)
- ② Profile & Deck (as built) Sheet 1 & 2
- ③ Steel Advice Note.
- ④ Copies of forging & casting certificates.

Fire Damage.

During the fitting out of this vessel a fire occurred in the vicinity of the navigating bridge.

The damage to the structure of the vessel was slight and has been efficiently repaired.

Please see Damage Report accompanying Kols Report no 8452

This vessel has a middle line running on the weather deck and the following freeboards have been assigned by the Japanese Government:

Summer Freeboard	52"
4.10. load line	6.7 above C.C. of disc.
Tropical - -	6.0 " " "
Winter	6.0" below " "
Winter, Deck line above upper surface of stringer plate of 2nd Deck	0.0"

The Summer Freeboard corresponds to a draught moulded of 26.76' which is less than designed scantling draught.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2nd "	3rd "
	47.0.12	47.1.6	46.1.25
	H.A.G.	H.A.G.	H.A.G.
	1097	1096	1098
	19.4.33	19.4.33	19.4.33

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 40.3 ft. (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) 1 Deck (Steel) & Shelter Deck. (Steel) 3rd Deck (Steel) except in aftermost hold.

Official No. 38861 ; Signal Letters J N F I

Is bottom of Vessel coated with cement no. if not give

particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, (fr. 30 to 66)	108	453.5	Fore peak tank, (15' - F.P.)	23.6	89.6
Double bottom, under Engines and Boilers,			After peak tank, (1 - 11)	20.0	67.4
Double bottom, if under Engines only (67 to 74) (15 to 40)	66	313.3	Deep tank, aft, (49 - 66)	51.0	1387.0
Double bottom, if under Boilers only,			Deep tank, forward, OF in PR. (86 - 89)	9.0	81.4
Double bottom, forward, (90 to 155)	171.75	672.0	Other tanks, if fitted, wing tanks (17 - 29)	36.0	195.5
Total capacity of double bottom		1438.8	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 43	Dates of Surveys held while building	August 1932, 4.30.	Feb 1933 - 15	July 1933 8.24
Date 22nd April 1932		October " 11.14.20.28	Mar. " 17.15.24.30.	Aug " 11.15
		November " 11.18.	April " 6.7.11.13.21.25	Sept. " 12.22.29.
		December " 2.9.13	May " 2.9.11.15.19.23.26.30.	Oct. " 4
		January 1933, 11.30.	June " 6.12.15.19.22.27.29.30.	Nov 28.
				Dec 5.

Total No. of Visits 52.