

STEEL STEAMER or MOTORSHIP.

Received at London Office 25 NOV 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 10th October 1934 Port of Kobe No. 8786
Survey held at Kobe Date First Survey 24th October 1933 Last Survey 5th October 1934On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw motorship KIYOSUMI 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 5734.04
Tonnage Deck...

CLASS +100A1

State if with freeboard as condition of Class *yes*

Built at Kobe

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

Total

Gross Tonnage 6991.83

Register Tonnage 3828.73

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 450.24

Breadth (greatest moulded) B 61.00

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

1st Longitudinal Number (L x D) = 18037

2nd Numeral L x (B + D) = 45501

Framing Depth "d," at middle of length. See Sec. 3 (1d) 17.0

Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.24
Do. Long Bridge to top of keel

Draught Moulded 27'-2.47'

Launched 30 June 1934 Yard No. 583

Builders Kawasaki Dockyard

Owners Kokusai Kisen Kaisha

Managers

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

Residence

Port of Registry Tokyo

If surveyed while building, afloat, or in dry dock

while building.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. 4 in	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. 4 in	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	36"		Bracket Floors, Frame	8 3 1/2 45	✓
" " from 3/4 length to Collision bulkhead	27"		" " Reversed Frame	190 75 9.5	✓
" " in peaks	24"		" " Vertical Struts	12" x 4 x 4.50 ft. plate	130 x 90 x 1/2 dia app'd
SIDE FRAMING.			Centre Girder, depth and thickness amidships	46 7/8 x 62	✓
Frame Amidships, Angle, [or]	300 90 9/13	✓	" " top Angles	100 100 13	✓
" " Extends up to	Upper Deck	✓	" " bottom Angles	150 150 15	✓
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 Bracket abaft 1/4 len. from stem	160 160 15 T	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	200 90 8/13.5 alt. 6 1/2 90 8 int.	✓	" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	150 150 12 A	✓
" " Second 'tween Decks, Angle, [or]	-		" " Gussets, spacing and scantling abaft 1/4 len. from stem	Continuous	See app'd framing plan for construction in hold.
" " Third Second 'tween Deck " [	200 90 8/13.5	✓	" " Gussets, spacing and scantling forward 1/4 len. from stem	83" x 52"	✓
Framing in Peaks, Angle or [	8 3 1/2 45	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	83" x 52"	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" Dia at 5 1/2" diam	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	yes		Breadth and thickness of Middle Line Strake	72" x 56" ✓	app'd 60"
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep frames with BA tie bars and increased shell as app'd.	✓	Thickness of remainder in Holds	.50	✓
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Increased frame riveting as shell, extra ribs, girders etc. all as approved.	✓	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	✓
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	-		Uppermost Continuous Deck, amidships in Wells, Angle, [or]	200 90 8/13.5	✓
Height of Brackets at side above base line at toe of frame	-		" " in way of Bridge, Angle, [or]	-	
Middle Line Keelson, on Floors, Angles, [or]	-		Spacing	at every ft.	✓
" " Through Plate or Intercostal Plate	-		Second Deck, amidships, Angle, [or]	230 90 8 1/2 13.5	✓
" " Foundation Plate on Floors	-		Spacing	at every frame.	✓
" " Flat Plate Keel Angles	-		Third Deck, amidships, Angle, [or]	250 90 11 1/4 14.5	✓
Side Keelsons, No. each side	-		Spacing	at every frame.	✓
" " thickness of Intercostal Plate	-		Fourth Deck, amidships, Angle, [or]	-	
" " Angles	-		Spacing	-	
DOUBLE BOTTOM.			Poop Deck, Angle, [or]	-	
Solid Floors, thickness and spacing	.46 at Alt. fr.		Spacing	-	
" " Are Frame and Reversed Frame joggled?	Short lengths	✓	Saloon	-	
Bracket Floors, breadth and thickness at middle line	34 1/2 x .46	✓	Bridge Deck, Angle, [or]	150 90 9	✓
" " breadth and thickness at margin plate	35 1/2 x .46	✓	Spacing	at every ft.	✓
			Forecastle Deck, Angle, [or]	8 3 1/2 45	✓
			Spacing	at every ft.	✓

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.....	Three Row System of widely spaced pillars		Stringer Plate, breadth and thickness in way of Bridge	-	
" in 'tween Decks, Size and Spacing.....	Centre row partly replaced by a Centre Line Bulkhead. In app'd plans.		Thickness of Plating abreast Deck openings in way of Wells .....	.43	✓
" " " " " "			Thickness of Plating abreast Deck openings in way of Bridge machinery.....	.43	✓
" in Holds " " " "			Thickness of Plating within line of openings...	.35	✓
" " " " " "			If Sheathed, material and thickness	-	
Centre Line Bulkhead.			Third Deck.		
Stiffeners and Spacing.....	180 75 9.5 5 at every ft	See plan	Stringer Plate, breadth and thickness.....	50 x 34	✓
Plating, thickness of .....	.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 1/2 x .77	app'd .73	If Plated, state thickness		
" " " " " in way of Bridge			Poop Deck.		
" Angle in Wells	150 150 19	1	Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Wells .....	.61	app'd .56 + .04 = .60	Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Bridge machinery.....	.68		Jaloon Bridge Deck.		
Thickness of Plating within line of openings...	.46		Stringer Plate, breadth and thickness.....	48" x .30"	✓
If Sheathed, material and thickness	-		Plating, Sheathing, material and thickness ...	.25" Part Sheathed 2 1/2" O.P.	
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...	50 1/2 x .45	✓	Stringer Plate, breadth and thickness.....	36 x .38	✓
			Plating, Sheathing, material and thickness ...	.36 none	✓ and .50

SHELL PLATING.

SCANTLINGS.					RIVETING. ✓						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged? <i>no</i>	SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets.	STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		
FLAT PLATE KEEL	54.5	.85	.75	.75	✓		Double	1"	4"	Four	Lapped
" DBLG. (if any)	-	-	-	-							
BOTTOM PLATING, No. of Strakes 4 .....		.70	.64	.60	See app'd plan of hull for end thickness.		Double	7/8"	3.6"	Four	Lapped
BILGE PLATING, No. of Strakes 1 .....		.70	.59	.60			Double	7/8"	3.6"	Four	Lapped
SIDE PLATING, No. of Strakes 5 .....		.68	.58	.50-.60			Double	7/8"	3.6"	Three	Lapped
UPPER DECK, Sheer-strake in Wells.....	52	.83	✓	.54	See plan		Double	1"	4"	Four	Lapped
UPPER DECK, Sheer-strake in Bridge ...	-	-	-	-							
STRAKE BELOW Sheer-strake in Wells.....	57	.78	.54	.50	See plan		Double	1"	4"	Four	Lapped
STRAKE BELOW Sheer-strake in Bridge ...											
POOP SIDE PLATING											
BRIDGE SIDE PLATING ...											
FORECASTLE SIDE PLATING			.44	✓			Single	3/4"	3"	One	Lapped.

WATERTIGHT BULKHEADS.

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

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks					
Frame 89 Second " .....	.26	.28	150 75 85	.28"	See app'd plan of hull for end thickness.
" " Third "	-	-	-	-	
" " Holds .....	.31	.40	250 90 95	.28"	
COLLISION " (in Hold) .....	.35	.54	180 75 95	.24"	2. Part Stk. & T. top
AFTER PEAK " .....	.48	.30	250 90 95	.24"	Tank top

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	Forging or Round Plate			In app'd plan
STERN FRAME { Propeller Post. Rudder "	Cast Steel	In app'd plan.	Kawasaki Sharyo K.K.	✓
RUDDER—A x D	44x4	✓		
Speed of Vessel	17 Knots	✓		
RUDDER mainpiece at head ...	Stock 10 7/8" dia	✓	Kan. Stl Works	
" " heel ...	mainpiece - Stl Casting	ditto		
" how constructed	Double plate of special design	In app'd plan.		
" double or single plate coupling, vertical or horizontal.....	Horizontal.			

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
	Hippon Kokan Kab. Kaisha, Imperial Steel Works of Japan (Yawata)
	Kawasaki Dockyard Co. Ltd
	Has the Steel been tested as required by the Rules? <i>yes</i>

EQUIPMENT No. 46742												LETTER d f		ANCHORS. Four.			
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.					
1134	1st Bower ...	84	1	20				61	0	0	0	8 1/4	Hall's Improved	Kobr Ste Lks.	Kobr 10.5.34 C.M.		
1137	2nd „ ...	83	3	10				60	10	0	0		ditto	ditto	Kobr 25.5.34 C.M.		
1136	3rd „ ...	82	0	24				60	0	0	0		ditto	ditto	Kobr 10.5.34 C.M.		
	Collective weight.	250	1	26										232			
1135	Stream	30	2	26				29	3	3	0		29 3/8	ditto	ditto	Kobr 10.5.34 C.M.	

CHAIN CABLES.												HAWERS 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.	Fathoms.	Ins.
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.									
61357	150	2½	112.5	157.5	470	2	12	470	300	2½	Standard Hingley & Co.	Hitherton 4.1.17	TOWLINE...	130	5½	93.9	130	5½	
61326	150	2½	112.5	157.5	470	0	13	470			do	do		Hitherton 13.12.16	Agam.	120	3	28.02	} Burner Extra
												Agam.	120	3	27.75				
													"	120	3	28.28			
													"	120	3	28.06			
Iron Stream Chain or Steel Wire	120	4¾		70.74					120	4¾	Sp. 7 S.W. 6x24	Kawasaki 22.8.34 A.H.E.G.	four, 120	8"		manila - as Rule			

Steering Gear, Steam	All Electric Steering Gear.	Steering Gear, Hand	Smoothed quadrant & Pinion
Boats	2 lifeboats 30 x 9'-9" x 3'-10" 1 Gamma 20 x 5'-6" x 2'-3"	Windlass	Electric windlass.
Ceiling in Holds, thickness and material	2 1/2" O.P. on 2" battens	Cargo Battens, thickness, material and spacing	6 x 2 O.P., thru for fl. space
Cargo Hatchways.—(Upper Deck)	30" above deck x .44	Thickness of Hatches	3"
Size of No. 1 Hatchway (Forward)	27' x 18'	No. 2	42' x 20'
		No. 3	24' x 20'
		No. 4	27' x 20'
		No. 5	42' x 20'
		No. 6	24' x 18' h ^o 7
Number of Shifting Beams and/or Fore and Afters	h ^o 1-5; h ^o 2-7; h ^o 3-4; h ^o 4-5; h ^o 5-7; h ^o 6-4; h ^o 7-1.		
Builder's Signature <i>[Signature]</i> for Kawasaki Dockyard Co. Ltd.			

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel. <i>Yes</i> (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. <i>Yes</i> . 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 good; the former have been tested as required by the Rules. The freeboard has been verified and cut in.			
The double bottom tanks, wing tanks, deep tanks, peak tanks, wells & cofferdams, bulkhead tunnels, weatherdecks, scuppers, l.t. doors, & tarpaulins have been tested as required by the Rules.			
The requirements of section 20 of the Rules have been complied with and oil fuel is to be carried in the double bottom, wing tanks and fore 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 with flash point above 150°F.			
In my opinion the vessel is entitled to the notation: "Fitted for oil fuel 10.34, F.P. above 150°F"			
"Lloyd's A & C.P." "Fitted for Carrying Cargo oil 1924, F.P. above 150°F, in Deep Tanks." "Wireless Telegraph"			
"Electric Light" "Cruiser Stern"			

The amount of Entry Fee	£ 10 : 0 : 0	Fees applied for,	9 Oct 1934
Special Survey Fee....	£ 468 : 10 : 0	Received by me,	11 Oct 1934
incl. machinery			
Travelling Expenses if any	¥ 16.00 :		
I am of opinion the Vessel should be Classed +100A1			
Shelter Deck with freeboard.			
Signature <i>[Signature]</i> Surveyor to Lloyd's Register of Shipping.			
State whether the Vessel has been built under Special Survey <i>Yes</i>			
H.M. Certificate to be sent to <i>Kobe</i> Date of issue <i>15/11/34</i>			

Committee's Minute	FRI. 9 NOV 1934
Character assigned	+100A1
	With freeboard
	Carrying Cargo oil 3.P. above 150°F in Deep Tanks.
	Lloyd's A & C.P. + Limb 10.34
	S.B.-100A1
	Oil Eng.
	<i>[Signature]</i>

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 M.S. Komaki Maru, Harima Dock's No 189 and to Uruga Dock's No 386 but is not a sister vessel to either.

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

- ① Midship Section (as built) ✓
- ② Profile & Deck (as built) (Shuts 1 & 2) ✓
- ③ Steel Advice notes. ✓
- ④ Copies of forging & Casting certificates. ✓

The keelboard has been assigned by the Japanese Government & verified & cut in.

The Reports C 11 & C 12 are forwarded herewith.

Particulars of Drop Test, of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	Weight	Surveyor	No. Cert.	Date
		48.8.24	C.M.	1134	28/4/34 & 10/5/34
	2nd "	47.3.12	C.M.	1135	11 & 25/5/34
	3rd "	47.1.8	C.M.	1136	2 & 10/5/34
	Stream	17.1.18	C.M.	1135	21/4/34 & 10/5/34

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop _____ ft., R.Q.D. _____ ft., Bridge _____ ft., Forecastle 39.9 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) 1st Deck (Steel) & Shelter Deck (Steel) 3rd Deck (Steel)
except in aftermost hold

Official No. 39724 ; Signal Letters J.W.H.I Is bottom of Vessel coated with cement Part Cement 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, frames 27-66	117.0	466.5	Fore peak tank, fr 154 - F.P.	22.75	35.2
Double bottom, under Engines and Boilers, fr 67-88	63.0	304.0	After peak tank, fr 0 - 10	20.00	20.6
Double bottom, if under Engines only, fr 67-88			Deep tank, aft, fr 49-57	24.00	706.0
Double bottom, if under Boilers only, fr 88-154	175.5	725.5	Deep tank, forward, fr 57 3/4 - 66	25.00	678.1
Double bottom, forward, fr 88-154	1496.0	725.5	Other tanks, if fitted, wing Tanks & d.b. 17-27	30.00	185.7
Total capacity of double bottom		1496.0	(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. 45

Date 23 May 1933.

Dates of Surveys held while building

Oct 1933 : 24
Nov 1933 : 11, 30
Dec 1933 : 6, 21
Jan 1934 : 17, 20, 26
Feb 1934 : 5, 17, 19, 21, 26

Mar 1934 : 1, 7, 8, 17, 19, 23,
April 1934 : 4, 11, 18, 26.
May 1934 : 2, 3, 10, 16, 18, 21, 24, 26, 31.
June 1934 : 5, 7, 9, 12, 13, 15, 19, 21, 23, 25, 27, 30.
Aug 1934 : 21, 23, 31.

Sept 1934 : 12, 16, 28,
Oct 1934 : 1, 2, 3, 4, 5.

Total No. of Visits 55.