

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office 10 AUG 1931

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 *8th July 1931*Port of *Kobe*No. *7408*Survey held at *Kobe*Date First Survey *13th August 1930*Last Survey *3rd July*

1931

On the *(State if Machinery fitted Aft and of Single, Twin or Triple Screw)**Steel Single Screw motorship KIRISHIMA MARU*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)**Complete Superstructure with Tonnage openings*State Type of Erections *Forecastle*TONNAGE under Tonnage Deck *5374.78*CLASS *+100 A1*State if with freeboard as condition of Class *Yes*Built at *Kobe*

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 *440*Launched *3rd April 1931* Yard No. *563*

Total

Breadth (greatest moulded)

B *60*Builders *Kawasaki Dockyard Ltd.*Gross Tonnage *5959.01*

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 *3552.85*

1st Longitudinal Number (L x D)

= *17626*Managers *(Where necessary to be entered in Reg. Book.)*

2nd Numeral L x (B + D)

= *44026*

Residence

REGISTERED DIMENSIONS.  
FEET.

Length

*443.17*

Breadth

*60.00*

Depth

*40.06*

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

*17.54*

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

*10.98*Port of Registry *Yokohama*

If surveyed while building, afloat, or in dry dock

Do. Long Bridge to top of keel

Draught Moulded

*26'-1.2"**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	36"		Bracket Floors, Frame	<i>C NBS</i> 7 2 1/2 48	
" " from 1/2 length to Collision bulkhead	27"		" " Reversed Frame	<i>C NBS</i> 7 3 1/2 38	
" " in peaks	24"		" " Vertical Struts	<i>C</i> 12 x 3 1/2 x 3 1/2 x 46	
SIDE FRAMING.			Centre Girder, depth and thickness amidships	46 1/4 x 62	
Frame Amidships, Angle <i>C</i> or <i>E</i> <i>NBS</i>	11 3 1/2 54	<i>46 in E.R.</i>	" " top Angles	3 1/2 x 3 1/2 x 56	
" " Extends up to	<i>Second deck</i>		" " bottom Angles	5 x 5 x 65	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>two 44</i>	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	39 x 58	
Depth of Framing Girder	11"		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 x 6 x 50 T	
Frames in Uppermost Continuous Deck, Angle <i>C</i> or <i>E</i> <i>NBS</i>	8 3 1/2 40	<i>Alternating</i>	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	6 x 6 x 50 L	
" " Second 'tween Decks, Angle <i>C</i> or <i>E</i> <i>NBS</i>	8 3 1/2 40	<i>Intermittent angle</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem	50 at Rule spacing	
" " Third " " " "			" " Gussets, spacing and scantling forward 1/2 len. from stem	58 at 36" spacing	
Framing in Peaks, Angle <i>C</i> or <i>E</i> <i>NBS</i>	8 3 1/2 42		Tank Side Brackets, height above base line at toe of Frame and thickness	52 at 36" spacing	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	5/8" diameter.			50 at Rule " 82" height.	
State if Frame Joggled	<i>Yes</i>		INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>12 x 34 x 44 NBS Deep frames, BA tie bars in lieu of stringers; Shell plating increased in way. Add: full &amp; half height girders; double vertical frames, 6" diam; 38 strakes of bottom plating amidships</i>		Breadth and thickness of Middle Line Strake	66 x 56	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Thickness</i>		Thickness of remainder in Holds	50 x 44	
SINGLE BOTTOM. (In way of wing tanks)			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. <i>space and framing in Bunkers and Boiler Room?</i>	<i>Yes</i>	
Floors, Depth and thickness at mid-line in Holds	60 x 46		BEAMS.		
Height of Brackets at side above base line at toe of frame	<i>none</i>		Uppermost Continuous Deck, amidships in Wells, Angle <i>C</i> or <i>E</i> <i>NBS</i>	9 3 1/2 38	
Middle Line Keelson, on Floors, Angles, <i>C</i> or <i>E</i> <i>NBS</i>	<i>C: Girder to angle, carried through</i>		" " in way of Bridge, Angle, <i>C</i> or <i>E</i> <i>NBS</i>	<i>at every ft.</i>	
" " Through Plate or Intercostal Plate	52		Second Deck, amidships, Angle, <i>C</i> or <i>E</i> <i>NBS</i>	10 3 1/2 42	
" " Foundation Plate on Floors	50 x 46		" " Spacing	<i>at every ft.</i>	
" " Flat Plate Keel Angles	5 x 5 x 62 1/2 59		Third Deck, amidships, Angle, <i>C</i> or <i>E</i> <i>NBS</i>	9 3 1/2 46	
Side Keelsons, No. each side	<i>none</i>		" " Spacing	<i>at every ft.</i>	
Thickness of Intercostal Plate	<i>none</i>		Fourth Deck, amidships, Angle, <i>C</i> or <i>E</i>		
" " Angles			" " Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, <i>C</i> or <i>E</i>		
Solid Floors, thickness and spacing	<i>Alternating ft. 46 at 36" spacing 44 at Rule.</i>		" " Spacing		
Are Frame and Reversed Frame joggled?	<i>no</i>		Saloon Deck, Angle, <i>C</i> or <i>E</i>	6 3 3/2	
Bracket Floors, breadth and thickness at middle line	34 x 46		" " Spacing	<i>at every ft.</i>	
" " breadth and thickness at margin plate	34 x 46		Forecastle Deck, Angle, <i>C</i> or <i>E</i> <i>NBS</i>	8 3 1/2 42	
			" " Spacing	<i>at every ft.</i>	



## 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>	<i>Two</i>		Stringer Plate, breadth and thickness in way of Bridge .....		
" " in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells .....	.42	
" " " " " " " "	<i>wid spaced pillars - see approved plan.</i>		Thickness of Plating abreast Deck openings in way of Bridge .....		
" " in Holds " " "			Thickness of Plating within line of openings...	.34	
" " " " " " " "			If Sheathed material and thickness .....	.40	
<b>Centre Line Bulkhead,</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	<i>See attached profile</i>		Stringer Plate, breadth and thickness.....	50 x .34	
Plating thickness of .....	.30		If Plated, state thickness.....	.30	
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck</b>			Stringer Plate, breadth and thickness.....	50 x .34	
Stringer Plate, breadth and thickness in Wells	63½ x .68		If Plated, state thickness .....	.28-.288	
" " " " " in way of Bridge	-		<b>Poop Deck.</b>		
" " Angle in Wells .....	6 x 6-70		Stringer Plate, breadth and thickness .....	-	
Thickness of Plating abreast Deck openings in way of Wells .....	.58		Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Bridge .....			<b>Saloon Bridge Deck.</b>		
Thickness of Plating within line of openings...	.46		Stringer Plate, breadth and thickness.....	42" x .30	
If Sheathed, material and thickness .....	.20		Plating, Sheathing, material and thickness ...	.25, 2½ op in panagen.	
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	50 x .44		Stringer Plate, breadth and thickness.....	36 x .38	
			Plating, Sheathing, material and thickness ...	.36 Not sheathed.	

## 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.
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL .....	54"	.84	.74	.74		double	1"	4"	quadruple	1"	4"	lapped	
„ DBLG. (if any)													
BOTTOM PLATING, No. of Strakes .....		.69	.58	.54	app'd. 52 owner's spec.	double	7/8"	3.6"	quadruple	7/8"	3 1/2"	lapped	
BILGE PLATING, No. of Strakes .....		.69	.69	.58		double	7/8"	3.6"	quadruple	7/8"	3 1/2"	lapped	
SIDE PLATING, No. of Strakes .....		.67	.52	.50	app'd. 67 1/2 48	double	7/8"	3.6"	treble	7/8"	3 1/6"	lapped	
UPPER DECK, Sheer strake in Wells.	54.5"	.80	.48	.48		double	1"	4"	quadruple	1"	4"	lapped	
UPPER DECK, Sheer strake in Bridge.													
STRAKE BELOW Sheer strake in Wells.....	87.0	.76	.52	.48	app'd. 76 - 48	double	1"	4"	quadruple	1"	4"	lapped	
STRAKE BELOW Sheer strake in Bridge.													
POOP SIDE PLATING													
BRIDGE SIDE PLATING													
FORECASTLE SIDE PLATING						single	3/4"	3"	single	3/4"	2 5/8"	lapped	

## WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

WATER-TIGHT BULKHEADS.						Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>Total No. of W.T. BULKHEADS in Vessel—</b>									
Extending to Upper Deck (Sec. 3 c) <i>one</i>									
Deck next below <i>one; &amp; one to 3<sup>d</sup> deck</i>									
As per Rule. <i>One to upper &amp; one to 2nd deck.</i>									
						<b>KEEL, Bar .....</b>			
						<b>STEM .....</b>	<i>Forging</i>	<i>10½"x4"</i>	<i>Kawasaki Sharyo K.K.</i>
						<b>STERN FRAME</b>	{ Propeller Post .....	<i>Casting</i>	<i>In app'd plan.</i>
							{ Rudder .....		<i>ditto</i>
						<b>RUDDER—A×D .....</b>			
						<b>Speed of Vessel .....</b>			
						<b>RUDDER mainpiece at head ...</b>			
						" "	heel ...		
						" "	how constructed .....		
						" "	double or single plate .....		
						" "	coupling, vertical or horizontal .....		
<b>MIDSHIP BULKH'D,</b> Upper tween decks									
ford end of machinery space									
Second									
Third									
Holds									
<b>COLLISION</b> (in Hold)									
<b>AFTER PEAK</b>									
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)									
STEEL.									



EQUIPMENT No. 44932										LETTER C+		ANCHORS. 4			
Number of Certificate.	Anchor.	RIGHT, 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.			
84634	1st Bower	82	1	20	-	-	-	60	0	0	0	77.0	Halls Stockless	Shirley & Son	Hetherston 31.5.19 H. Green
77072	2nd "	82	1	9	-	-	-	60	0	0	0		ditto	ditto	Hetherston 24.1.17 H. Green
81635	3rd "	81	2	10	-	-	-	84	10	0	0		ditto	ditto	Hetherston 31.5.19 H. Green
	Collective weight.	246	1	11								219.5			
1037	Stream	27	2	8				26	16	3	14	22+5.5=27	ditto	Kobe Steel Works	Kobe 12.11.30 A.D.M.

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.	Materials.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.		
	Length.	Diam.	Statury.	Break-ing.	Supplied.	Per Rule.		Length.	Diam.					Length.	Cir.		Length.	Cir.	Length.
	Fathoms.	Ins.	Tons.	Tons.	Owts.	qrs.	lbs.	Owts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
1762	307 1/2	2 1/2	106.9	149.63	948	3	5	890-25	300	2 1/2	Steel Link	Osaka Ch. Loh.	Osaka 24/11/30 yfg	TOWLINE	130	5 3/4	98.42	130	5 3/4
1768	1	1 1/2	31.0	46.5	1.1	5					do	do	do	13.2.31 yfg			100	8	
Iron Stream Chain of Steel Wire	120	5"	-	81.0	-			-	120	5	Special Flexible Steel Link	Kawanishi Seiko Kawanishi	Kishiwada 19.6.31 G. Pickering		120	8"	100	8"	
															120	8"	100	8"	
															120	8"	100	8"	
															120	8"	100	8"	

Steering Gear, Steam Electric by Deutsche Werft  
Boats Two 28' life boats and two 20'-6" Lemmas.  
Ceiling in Holds, thickness and material 2 1/2" pin on 2" battens  
Cargo Hatchways.-(Upper Deck) 30" x 48" Sid. Coaming x 44" end  
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 20'  
Number of Shifting Beams and for Fore and Aft. Five in nos. 1, 3, 4 & 6 hatches, Seven in nos. 2 & 5 hatches.  
Kawasaki Dockyard Co., Ltd.  
Shipbuilding & Engineering Works,  
Builder's Signature H. Yoshikuni

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 foreboard has been verified & cut in.  
The double bottom tanks, wing tanks and deep tanks, peak tanks, well & cofferdams, bulkhead tunnels, weather decks, scuppers, watertight doors, staircases 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 - flash point of oil fuel above 150° F.  
The deep tanks before & abaft the engine room have been fitted for the carriage of oil cargo in bulk; flash point above 150° F.  
In my opinion the vessel is entitled to the notations "Fitted for oil fuel 7.31, flash point above 150° F." "Lloyd A.C.P." "Fitted for carrying cargo oil 1931, flash point above 150° F, in deep tanks" "Wireless telegraph" "Electric light" "Rudder electrically welded" "Cruiser Stern"

The amount of Entry Fee ..... £ ¥: 90.00  
Special Survey Fee.... £ ¥ 5135.00  
Travelling Expenses, if any £ ¥: 191.00  
Freeboard 165  
State whether the Vessel has been built under Special Survey. yes  
Certificate to be sent to Builder. Date of issue 3/18/31.  
Fees applied for, 9. July 1931  
Received by me, 22/9/31  
I am of opinion the Vessel should be Classed +100A1  
"Shelter deck with foreboard."  
Signature H. Yoshikuni  
Surveyor to Lloyd's Register of Shipping

Committee's Minute TUE. 18 AUG 1931  
Character assigned +100A1 with fbd.  
Carryg. cargo oil F.P. above 150° F. in Deep Tanks  
Lloyd's A.C.P. 7.31  
Oil Eng. 100lb.  
The Surveyors are requested not to write on or below the Committee's Minute.



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 her sister vessel, *Katsuragi* No. 374

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

- ① Midship Section (as built).
- ② Profile and Deck Plan (as built).
- ③ Steel Advice Notes.
- ④ Copies of Forging and Casting Certificates.

Particulars of Drop Test of Cast Steel Anchors, viz.:	1st Bower	2nd "	3rd "	Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	2nd "	3rd "	Weight, Surveyor's Initials, Number of Certificate, Date of Test.
	47.1.7	2518 kg.	47.10.11	15.3.13	W. Campbell	W. Campbell	A.D. Morrison	2185 2882 2307 1037

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 38.5 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)

3 decks, etc.

Official No. 36919

Signal Letters Y K O H

Is bottom of Vessel coated with cement? Part Cem. if not give particulars of composition.

#### PARTICULARS OF WATER BALLAST.—(or oil)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft, 28-66 frames	114.0	482.6	Fore peak tank, 151 to Stem	21.0	99.6
Double bottom, under Engines and Boilers,			After peak tank, 0-10	20.0	48.9
Double bottom, if under Engines only, 67-73, 74-83	45.0	349.7	Deep tank, aft, 57-66	27.0	700.1
Double bottom, if under Boilers only,			Deep tank, forward, 84-96	36.0	1084.9
Double bottom, forward, 83-150	179.3	727.5	Other tanks, if fitted, 17-28	33.0	184.6
Total capacity of double bottom	1559.8				

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

Order for Special Survey No. 37

Date 10 June 1930.

Dates of Surveys held while building

Aug. 1930: 13

Sept 1930: 29

Nov 1930: 4, 12, 24, 27.

Dec 1930: 4, 5, 9, 13, 16, 17.

Jan 1931: 7, 12, 15, 20, 28, 29.

Feb 1931: 12, 15, 16, 20, 24, 28, 28.

Mar 1931: 2, 3, 5, 6, 9, 11, 12, 13, 16, 19, 23, 25, 27, 29, 30, 31.

April 1931: 1, 3, 10, 15, 21.

May 1931: 1, 8, 18, 20.

June 1931: 9, 17, 19, 22, 29. July 1931: 3.

Total No. of Visits 58.