

STEEL ~~STEAMER~~ or MOTORSHIP.

Received at London Office 1 MAY 1936

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 18 March 1936 Port of Kobe No. 9468  
Survey held at Kobe Date First Survey 5/8/1935 Last Survey 2nd March 1936

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

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Complete Superstructure with T.O. State Type of Erections Forecastle

TONNAGE under Tonnage Deck... 5533.94 CLASS 1100 A1 State if with freeboard as condition of Class yes Built at Kawasaki Dockyard

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 450.0 Launched 26 Dec. 1935 Yard No. 591

Total Tonnage 6808.35 Breadth (greatest moulded) B 61.0 Builders Kawasaki Dockyard

Net Tonnage 3717.22 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 40.1 Owners Kokusei Kisen Kaisha

REGISTERED DIMENSIONS. metres Framing Depth "d," at middle of length. See Sec. 3 (1d) 17.22 Managers — (Where necessary to be entered in Reg. Book.)

138.3 45.72 Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.24 Residence —

18.59 60.98 Draught Moulded 27.31 Port of Registry Tokyo

9.47 31.07 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.
ES, Spacing amidships	36"		Bracket Floors, Frame	200 90 90 8	
" from 1/2 length to Collision bulkhead	27"		" Reversed Frame	200 90 90 8	
" in peaks	24"		" Vertical Struts	250 90 90 9	
FRAMING.			Centre Girder, depth and thickness amidships	46" x .56	
one Amidships, Angle, [ or ]	300 90 90 x 9		" top Angles	90 90 13	
" Extends up to	Third Deck		" bottom Angles	130 130 15	
Reversed Frame Amidships, Angle	- - -		Side Girders, No. each side and thickness	one 40"	
" Extends up to	- - -		Margin Plate depth (excl. of flange) and thickness	39" x .58"	
th of Framing Girder	- - -		" Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	160 x 15 FB.	
mes in Uppermost Continuous 'tween Decks, Angle, [ or ]	200 90 90 8		" Vertical Angle to Tank side Bracket forward 1/2 len. from stem	ditto	
" Second 'tween Decks, Angle, [ or ]	200 90 90 8		" Gussets, spacing and scantling abaft 1/2 len. from stem	Continuous .58"	
" Third " " "	- - -		" Gussets, spacing and scantling forward 1/2 len. from stem	none in hold.	
ning in Peaks, Angle or [ or ]	200 x 90 90 x 8		Tank Side Brackets, height above base line at toe of Frame and thickness	75" x .48"	
meter and Spacing of Rivets through Frame and Shell Plating amid- ships	7/8" @ 4 7/8"		INNER BOTTOM PLATING.		
e if Frame Joggled	yes		Breadth and thickness of Middle Line Strake	60 x .56	
ING ARRANGEMENTS (Sec. 7), state system and particulars	Deep frame System 300 90 90 10 5 + tie bars not connected to shell		Thickness of remainder in Holds	.50	
NGTHENING OF BOTTOM FOR- ARD. State Particulars	3 Strakes increased to 77" fwd at 1/2 Length Bottom frames 150 x 150 x 12 fwd of 1/2 Length Extra 1/2 height girder fwd of 1/2 Length		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	
E BOTTOM.			BEAMS.		
rs, Depth and thickness at mid-line in Holds	- - -		Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]	200 90 90 8	
Height of Brackets at side above base line at toe of frame	- - -		" in way of Bridge, Angle, [ or ]	- - -	
dle Line Keelson, on Floors, Angles, [ or ]	- - -		Spacing	every frame	
" Through Plate or Intercostal Plate	- - -		Second Deck, amidships, Angle, [ or ]	230 90 90 8.5	
" Foundation Plate on Floors	- - -		Spacing	every frame	
" Flat Plate Keel Angles	- - -		Third Deck, amidships, Angle, [ or ]	250 90 90 "	
e Keelsons, No. each side	- - -		Spacing	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 Every three frames		Spacing	- - -	
" Are Frame and Reversed Frame joggled?	no, cut		Saloon Bridge Deck, Angle, [ or ]	150 90 9	
Bracket Floors, breadth and thickness at middle line	34 1/2" x .46		Spacing	every frame	
" breadth and thickness at margin plate	35 1/2" x .46		Forecastle Deck, Angle, [ or ]	200 90 90 8	
			Spacing	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.
<b>PILLARS, No. of Rows.....</b>	Three or equivalent with C.L. bulkhead		Stringer Plate, breadth and thickness in way of Bridge .....	- - -	
„ in 'tween Decks, Size and Spacing.....	See approved plan.		Thickness of Plating abreast Deck openings in way of Wells .....	.43	/
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge .....	- - -	
„ in Holds „ „			Thickness of Plating within line of openings...	.35	/
„ „ „ „ „			If Sheathed, material and thickness .....	no	/
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	200.90.8 [ every frame	/	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.....	-	
Stringer Plate, breadth and thickness in Wells	64.5" x .77	/	If Plated, state thickness .....	-	
„ „ „ „ in way of Bridge	- - -		<b>Poop Deck.</b>		
„ Angle in Wells .....	150 150 19	/	Stringer Plate, breadth and thickness .....	-	
Thickness of Plating abreast Deck openings in way of Wells .....	.61	/	Plating, Sheathing, material and thickness ...	-	
Thickness of Plating abreast Deck openings in way of Bridge .....	.68	/	<b>Saloon Bridge Deck.</b>		
Thickness of Plating within line of openings...	.46	/	Stringer Plate, breadth and thickness.....	48 x .30	/
If Sheathed, material and thickness .....	no		Plating, Sheathing, material and thickness ...	.25 + 2 1/2" O.P.	/
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	56 x .45	/	Stringer Plate, breadth and thickness.....	36 x .38	/
			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 joggled? <i>no</i>	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.		Spacing cr. to cr.
FLAT PLATE KEEL .....	<i>54.5</i>	<i>.85</i>	<i>.75</i>	<i>.75</i>	<i>✓</i>	<i>double</i>	<i>1"</i>	<i>4"</i>	<i>4</i>	<i>1"</i>	<i>4"</i>	<i>lapped.</i>	
„ DBLG. (if any)	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>									
BOTTOM PLATING, No. of Strakes <i>4</i> .....		<i>.70</i>	<i>.59</i>	<i>.64</i>	<i>60</i>	<i>} Rose End thickness see app'd Shell plan</i>	<i>"</i>	<i>7/8</i>	<i>3.6</i>	<i>4</i>	<i>7/8"</i>	<i>3 1/2</i>	<i>"</i>
BILGE PLATING, No. of Strakes .....		<i>.70</i>	<i>.59</i>	<i>.60</i>			<i>"</i>	<i>7/8</i>	<i>3.6</i>	<i>4</i>	<i>7/8"</i>	<i>3 1/2</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>5</i> .....		<i>.68</i>	<i>.58</i>	<i>50</i>	<i>54</i>		<i>"</i>	<i>7/8</i>	<i>3.6</i>	<i>3</i>	<i>7/8"</i>	<i>3.1</i>	<i>"</i>
UPPER DECK, Sheer- strake in Wells.....	<i>52</i>	<i>.83</i>	<i>.54</i>	<i>.50</i>	<i>✓</i>	<i>See plan</i>	<i>"</i>	<i>1"</i>	<i>4"</i>	<i>4</i>	<i>1"</i>	<i>4"</i>	<i>"</i>
UPPER DECK, Sheer- strake in Bridge ...	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>									
STRAKE BELOW Sheer- strake in Wells.....	<i>57"</i>	<i>.78</i>	<i>.58</i>	<i>.50</i>	<i>✓</i>	<i>See plan</i>	<i>"</i>	<i>1"</i>	<i>4"</i>	<i>4</i>	<i>1"</i>	<i>4"</i>	<i>"</i>
STRAKE BELOW Sheer- strake in Bridge ...	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>									
POOP SIDE PLATING .....	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>									
BRIDGE SIDE PLATING ...	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>									
FORE'TLE SIDE PLATING	<i>-</i>	<i>-</i>	<i>.44</i>				<i>single.</i>	<i>3/4"</i>	<i>3"</i>	<i>1</i>	<i>3/4"</i>	<i>2 5/8"</i>	<i>"</i>

## WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

WATER-TIGHT BULKHEADS.										Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Total No. of W.T. BULKHEADS in Vessel—													
Extending to Upper Deck (Sec. 3 c) <i>Collision Bk. 5 to Upper OK.</i>													
Deck next below <i>Seven.</i>													
As per Rule <i>Seven.</i>													
		Plating Thickness.	STIFFENERS.										
			VERTICAL.		HORIZONTAL.								
			Scantlings.	Spacing.	Scantlings.	Spacing.							
MIDSHIP BULKH'D, Upper tween decks		—	—	—	—	—							
<i>(Frame No 88)</i>													
Second		26 to 28	180.75	7 C 28	—	—							
Third		—	—	—	—	—							
Holds		31 to 41	200.90	8 C 24"	<i>one hor. gird.</i>								
COLLISION		(in Hold)	35 to 54	200.90	8 C 24"	<i>three Panting Str.</i>							
AFTER PEAK		—	32 to 48	200.90	8 C 24"	<i>Tunnel Top.</i>							
KEEL, Bar													
STEM										<i>Forging 10 1/2 x 4" to 2" 3 3/4 plate above</i>		<i>Kobe Steel works.</i>	
STERN FRAME { Propeller Post										<i>Cast Steel See appl. plan.</i>			
{ Rudder													
RUDDER—A x D										<i>444</i>			
Speed of Vessel										<i>17 knots</i>			
RUDDER mainpiece at head										<i>Stock 11"</i>		<i>See appl. plan.</i>	
" " heel													
" how constructed										<i>See appl. plan.</i>			
" double or single plate										<i>double.</i>			
" coupling, vertical or horizontal										<i>Horizontal</i>			

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *du math process*

Kawasaki Dockyard Co. Limited; Nippon Seitetsu Kabushiki Kaisha,  
Nippon Kokan Kabushiki Kaisha

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



EQUIPMENT No. 46956										LETTER d7. Stockless ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
1161.	1st Bower ...	82	1	22				60	0	0	The Kobe Steel Works, Ltd. Prov. House 30.11.35 C.M.
1162	2nd „ ...	82	2	5							
1163	3rd „ ...	82	0	2							
	Collective weight.	246	3	29							
1160	Stream .....	30	3	5				29	5	2 14	

CHAIN CABLES.												HAWSERS AND WARPS.					
Number of Certificate.	Length and size supplied.		Test per Certificate. Statu- tory. Break- ing.	WEIGHT OF CHAIN CABLE.		Length and Size per Table 53. Length. Diam.	Descrip- tion.	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.		Supplied.	Per Rule.						Length.	Cir.		Length.	Cir.		
	Fathoms.	Ins.	Tons. Tons.	Cwts. qrs. lbs.	Cwts.	Fathoms.	Ins.				Fathoms.	Ins.	Tons. Kg.	Fathoms.	Ins.		
2130	153 3/8	2 1/2	112 3/16 157 3/8	516 0 10				Oshikara chain Works, Ltd.	O.T.P.H. 28.35, 28.9.35, 26.9.35, 4.10.35, Y.30.	TOWLINE	240	5 1/2	96.800	240	5 1/2		
2148	82 5/16	"	" "	278 0 14				"	O.T.P.H. 26.9.35, 2.10.35, Y.30.	HAWSERS & WARPS	225	4 3/4	98.500				
2170	69 1/2	"	" "	228 2 24				"	O.T.P.H. 29.10.35, 2.12.35, Y.30.		four	3	27.700	188	2 3/4		
Iron Stream Chain or Steel Wire	305 3/8	Cir.		1022-2-48	940	300	2 1/2										
	225 1/4	4 3/4	78 5/8			220 1/4	4 3/4	" (24x6)	Tokio Sanko Kaisha, Yokohama, 25.9.35								

2175 - 2 Spare Shackles (Oshikara chain & Steel Works.)

Steering Gear, Steam Electric Kawaraki Dockyard. Steering Gear, Hand Hand quadrant & wheel.

Boats 2 lifeboats & one Tammq Steering Chains, Size and Test. Windlass Electric, Kawasaki.

Ceiling in Holds, thickness and material 2 1/2" O.P. on 2" battens. Cargo Battens, thickness, material and spacing Vertical Sparring 6" x 2" between frames

Cargo Hatchways.-(Upper Deck) 30" Steel Coaminging Thickness of Hatches 3"

Size of No. 1 Hatchway (Forward) 24'-9" x 16'-0" No. 2 39'-0" x 20'-0" No. 3 24'-0" x 20'-0" No. 4 27'-0" x 20'-0" No. 5 39'-0" x 20'-0" No. 6 24'-0" x 18'-0" No. 7 8'-3" x 16'-0"

Number of Shifting Beams and/or Fore and Aft 5 7 4 5 7

Builder's Signature *[Signature]*

11. 3. 19

KAWASAKI DOCKYARD CO. LTD.

GENERAL DECLARATION This vessel has been built in accordance with the approved plans, construction as well as with the printed rules. The materials have been tested as required by the rules. The workmanship is satisfactory. Freeboard has been cut in & verified.

The double bottom tanks, wing, deep & peak tanks, wells & cofferdams, bulkheads, tunnels, brattens, scupper, w.t. doors & hatchways 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, forward deep tanks, & fore peak tank. F.P. at about 150°F. The deep tank shaft the engine room has been fitted for the carriage of cargo oil in bulk with F. Point about 150°F.

In our opinion the vessel is entitled to the notations: "Fitted for oil fuel 3.36, F.P. about 150°F" "Lloyd's A & P" "Fitted for carrying Cargo oil 1936, F.P. about 150°F, in Deep Tanks" "Crane Stem"

The amount of Entry Fee ..... £ 10 : : Fees applied for, 2<sup>nd</sup> time 1936

Special Survey Fee .... £ 462 : 15 : 0 Received by me, 16.3. 1936

Travelling Expenses, if any ~~£~~ 100<sup>00</sup> : : 16.3. 1936

State whether the Vessel has been built under Special Survey yes.

Certificate to be sent to \_\_\_\_\_ Date of issue 19/5/36

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

Shelter Deck "With Freeboard."

S. J. Goso.

Signature *[Signature]*

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned With freeboard

*Wink Koh*

*(fees)*

*See also 13/4*

*Lloyd's A & P + d.m.b. 3.36*

*S.D. 100 A oil eq.*

*2021*

*Printed*

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 Kiyohime maru, Kongo maru etc but is not a sister vessel.

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

- ① Midship Section (as built)
- ② Profile & Decks (2 sheets) (as built)
- ③ Steel Advice Notes.
- ④ Copies of forging & Casting certificates.

The Keelboard has been assigned by the Japanese Government  
scrapped & cut in.

The Reports C11 & C12 are forwarded herewith.

Note. Particulars of Water Ballast given below are in accordance with the Instructions given in Secretary's letter 3.7.35 relating to H.S. Kongo maru.

		weight	Surveyor.	No. of Certs.	Date of Test
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	46-0-11	C.M.	1161	5-11-35
	2nd "	46-1-2	C.M.	1162	18-10-35
	3rd "	45-3-11	C.M.	1163	30-10-35
	Stream Anchor	17-1-14	C.M.	1160	5-11-35

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 42.5 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) 1 Deck Plt & Shelter Deck Plt; 2nd Deck Plt except in aftermost hold.

Official No. 41285; Signal Letters JHEJ Is bottom of Vessel coated with cement part Cam 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, h. 27 & 65	114	440	Fore peak tank, h. 18 & F.S.	22.7	73
Double bottom, under Engines and Boilers, 66 & 87	63	297	After peak tank, A.P. 5 & 10	21.6	186
Double bottom, if under Engines only,			Deep tank, aft, { 48 & 86	24.0	684
Double bottom, if under Boilers only,			{ 86 2/3 & 64	25.0	694
Double bottom, forward, 87 & 154	178.5	679	Deep tank, forward, 88 & 93	15.0	410
Total capacity of double bottom		1416	Other tanks, if fitted, wing Tanks & d.b. 17 & 27	30.0	133

Note: Includes No. 4 Tanks & F.W.T.

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

Order for Special Survey No. 57

Date 3.6.35

Dates of Surveys held while building

Aug '35: 5, 10, 14, 16, 17, 19, 20, 22, 23, 27 — Sept: 3, 5, 7, 10, 11, 12, 16, 19, 23, 26, — Oct: 2, 3, 7, 9, 14, 29, 30.  
Nov: 8, 11, 12, 13, 19, 20, 21, 22, 26, 27, 29 — Dec: 2, 3, 4, 6, 10, 11, 12, 14, 16, 18, 19, 26. Jan 1936: 7, 17, 22, 25, 27.  
Feb: 5, 8, 17, 19, 20, 21, 22, 24, 25, 26, 27. — March 2.

Lloyd's Register  
Foundation

Total No. of Visits 66