

STEEL ~~STEAMER~~ MOTORSHIP.

Received at London Office 11 APR 1935

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 *5th March 1935*Port of *Kobe*No. *8981*Survey held at *Harima*Date First Survey *5-3-1934*Last Survey *21-2-35*

1935

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

Single Screw Motor Ship "KONGO MARU"

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

Complete Superstructure with tonnage opening State Type of Erections *Forecastle*TONNAGE under 16249.84 cub
Tonnage Deck *metres*CLASS *+100A1*State if with freeboard as condition of Class *Yes*Built at *Harima*

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) *Centre of rudder stock* L *450.24*Launched *7th December 1934* Yard No. *205*

Total

Breadth (greatest moulded) B *61.00*Builders *Harima Shipbuilding & Eng. Co.*Gross Tonnage *7060.53*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 *3760.91*1st Longitudinal Number (L x D) = *18036.61*

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

REGISTERED DIMENSIONS.
FEET.Length *450*Framing Depth "d," at middle of length. See Sec. 3 (1d) *17.21*

Residence

Breadth *61*Proportions—Depth to Length—Uppermost continuous deck to top of keel *11.24*Port of Registry *Tokio*Depth *40*Draught Moulded *27'-3"*

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	<i>36"</i>	<input checked="" type="checkbox"/>	Bracket Floors, Frame	<i>230x90x11 J</i>	<input checked="" type="checkbox"/>
" " from $\frac{3}{8}$ length to Collision bulkhead.....	<i>27"</i>	<input checked="" type="checkbox"/>	" " Reversed Frame	<i>DE.</i>	<input checked="" type="checkbox"/>
" " in peaks.....	<i>24"</i>	<input checked="" type="checkbox"/>	" " Vertical Struts	<i>DE. on side girders only.</i>	<input checked="" type="checkbox"/>
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>46$\frac{1}{2}$" x 62"</i>	<input checked="" type="checkbox"/>
Frame Amidships, Angle, \angle or \square	<i>280x90x13</i>	<input checked="" type="checkbox"/>	" " top Angles	<i>90x90x14 DA</i>	<input checked="" type="checkbox"/>
" " Extends up to	<i>3rd dk.</i>	<input checked="" type="checkbox"/>	" " bottom Angles	<i>130x130x17 DA</i>	<input checked="" type="checkbox"/>
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>2 44"</i>	<input checked="" type="checkbox"/>
" " Extends up to...			Margin Plate depth (excl. of flange) and thickness	<i>39" x 58"</i>	<input checked="" type="checkbox"/>
Depth of Framing Girder.....			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>160x160x14 T-Bar.</i>	<input checked="" type="checkbox"/>
Frames in Uppermost Continuous 'tween Decks, Angle, \angle or \square	<i>9" x 3$\frac{1}{2}$" x 47$\frac{1}{2}$"</i>	<input checked="" type="checkbox"/>	" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	<i>DE and 130x130x13 D.A.</i>	<input checked="" type="checkbox"/>
" " Second 'tween Decks, Angle, \angle or \square	<i>DE.</i>	<input checked="" type="checkbox"/>	" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	<i>58" 9x$\frac{7}{8}$" Riv. EVERY FRAME</i>	<input checked="" type="checkbox"/>
" " Third " " " "			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem.....	<i>DE.</i>	<input checked="" type="checkbox"/>
Framing in Peaks, Angle or \square	<i>8" x 3$\frac{1}{2}$" x 45"</i>	<input checked="" type="checkbox"/>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>83" x 52"</i>	<input checked="" type="checkbox"/>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>$\frac{7}{8}$" 5$\frac{1}{2}$d.</i>	<input checked="" type="checkbox"/>	INNER BOTTOM PLATING.		
State if Frame Joggled	<i>Frame Joggled.</i>	<input checked="" type="checkbox"/>	Breadth and thickness of Middle Line Strake ...	<i>56" x 56"</i>	<input checked="" type="checkbox"/>
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars)	<i>Deep Fr. system 2 part. tie bars about 5'-6" apart.</i>	<input checked="" type="checkbox"/>	Thickness of remainder in Holds	<i>50"</i>	<input checked="" type="checkbox"/>
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>Single Ang. Dble Riv. Shell plate thick increased. add't. girders fitted about 3'-0" apart.</i>	<input checked="" type="checkbox"/>	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?	<i>Yes</i>	<input checked="" type="checkbox"/>
ANGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, \angle or \square or \square	<i>230x90x11</i>	<input checked="" type="checkbox"/>
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, \angle or \square	<i>36"</i>	<input checked="" type="checkbox"/>
Middle Line Keelson, on Floors, Angles, \angle or \square			Spacing	<i>36"</i>	<input checked="" type="checkbox"/>
" " Through Plate or Intercoastal Plate...			Second Deck, amidships, Angle, \angle or \square	<i>250x90x11</i>	<input checked="" type="checkbox"/>
" " Foundation Plate on Floors			Spacing.....	<i>36"</i>	<input checked="" type="checkbox"/>
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, \angle or \square	<i>250x90x12</i>	<input checked="" type="checkbox"/>
Side Keelsons, No. each side			Spacing.....	<i>36"</i>	<input checked="" type="checkbox"/>
" " thickness of Intercoastal Plate...			Fourth Deck, amidships, Angle, \angle or \square		
" " Angles			Spacing.....		
DOUBLE BOTTOM.			Poop Deck, Angle, \angle or \square		
Solid Floors, thickness and spacing	<i>44" 6'-0"</i>	<input checked="" type="checkbox"/>	Spacing.....		
" " Are Frame and Reversed Frame joggled?	<i>Frames are joggled. Ford of $\frac{1}{2}$ L.</i>	<input checked="" type="checkbox"/>	Bridge Deck, Angle, \angle or \square		
Bracket Floors, breadth and thickness at middle line.....	<i>34$\frac{1}{2}$" x 46"</i>	<input checked="" type="checkbox"/>	Spacing		
" " breadth and thickness at margin plate.....	<i>46" x 46" not less than 34$\frac{1}{2}$"</i>	<input checked="" type="checkbox"/>	Forecastle Deck, Angle, \angle or \square	<i>8" x 3$\frac{1}{2}$" x 45"</i>	<input checked="" type="checkbox"/>
			Spacing	<i>27" x 24"</i>	<input checked="" type="checkbox"/>

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.....	3				
" in 'tween Decks, Size and Spacing.....	upper 7'-6" x 8" x 40" H.P. lower 9'-6" x 13" x 56" H.P.				
" " " " " " " " " " " " "					
" in Holds " " "	16'-9" x 22" x 80" H.P.				
" " " " " " " " " " " "	all wisely spaced type				
Centre Line Bulkhead. (partial)					
Stiffeners and Spacing.....	upper 130 x 75 x 9 7 36" lower 180 x 75 x 10.5 36"				
Plating, thickness of	upper .25" lower .30"				
STRINGERS AND DECKS.					
Uppermost Continuous Deck.					
Stringer Plate, breadth and thickness in Wells	64 1/2" x 77"				
" " " " " " " " " " " "					
" " " " " " " " " " " "					
Angle in Wells	150 x 150 x 19 7				
Thickness of Plating abreast Deck openings in way of Wells61"				
Thickness of Plating abreast Deck openings in way of Wells <i>Midship deck house</i>68				
Thickness of Plating within line of openings...	.46"				
If Sheathed, material and thickness					
Second Deck.					
Stringer Plate, breadth and thickness in Wells...	50 1/2" x 45"				
Stringer Plate, breadth and thickness in way of Bridge					
Thickness of Plating abreast Deck openings in way of Wells					
Thickness of Plating abreast Deck openings in way of Bridge					
Thickness of Plating within line of openings...					
If Sheathed, material and thickness					
Third Deck.					
Stringer Plate, breadth and thickness.....	50 1/2" x 34"				
If Plated, state thickness.....	.30"				
Fourth Deck.					
Stringer Plate, breadth and thickness.....					
If Plated, state thickness					
Poop Deck.					
Stringer Plate, breadth and thickness					
Plating, Sheathing, material and thickness ..					
Saloon Bridge Deck.					
Stringer Plate, breadth and thickness.....	48" x .30"				
Plating, Sheathing, material and thickness25" part sheathed 2 1/2" o.p.				
Forecastle Deck.					
Stringer Plate, breadth and thickness.....	36" x .38"				
Plating, Sheathing, material and thickness ...	plating .36" 50" and, Windlass				

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>Not jogged.</i>	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"	.77"	.75"	/	Double ✓	1"	4d.	4 ✓	1"	4d.	<i>lapped.</i>	
" DBLG. (if any)													
BOTTOM PLATING, No. of Strakes <i>A to D.</i>	(4 st.)	.70"	.74"	.58"	/	Double ✓	7/8"	"	4 ✓	7/8"	"	"	
BILGE PLATING, No. of Strakes <i>E</i>	(1 st.)	.70"	.59	.60	/	Double ✓	7/8"	"	4 ✓	7/8"	"	"	
SIDE PLATING, No. of Strakes <i>F to K.</i>	(5 st.)	.68"	.58"	.54"	/	Double ✓	7/8"	"	3 ✓	7/8"	3 1/2 d	"	
UPPER DECK, Sheer-strake in Wells.....	52"	.83"	.49"	.49"	<i>includes 2 + .03 ft. st. + .07 inches</i>	Double ✓	1"	"	4 ✓	1"	4d	"	
UPPER DECK, Sheer-strake in Bridge ...	-	-	-	-	<i>+ .03 ft. space + .03 0 inches</i>	1							
STRAKE BELOW Sheer-strake in Wells.....	57"	.74"	.49"	.49"	/	Double ✓	1"	"	4 ✓	1"	"	"	
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING													
BRIDGE SIDE PLATING ...													
FORE'C'TLE SIDE PLATING			.44"			Single ✓	3/4"	4d	1 ✓	3/4"	3 1/2 d	<i>lapped.</i>	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	1 (Coll ⁿ BHD)
„ Deck next below	7
As per Rule	7

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHEAD, Upper tween decks						
"	" Second "		26~28	150x75x8 J 30"		
"	" Third "					
"	" Holds		30~41	280x90x12 J 30"		
COLLISION						
"	" (in Hold)		26~34	150x75x8 180x75x9.5	24" 24"	Paint 50. 5-1
AFTER PEAK						
"	"		30~48	250x90x11	24"	PK 1.5 of 4 in 4

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		about 4" x 10 1/2"	Harima.	
STEM	Forging			
STERN FRAME	Propeller Post	Casting	30"	Oblique Steel Works R no. 968 A.M. 29-8-24
	Rudder		11"	See app'd plan
RUDDER—A x D	290			
Speed of Vessel	17.0 Kts.			
RUDDER mainpiece at head ...	casting	Stock upper dia. 11" lower dia. 22" (at bulk head)	Oblique Steel Works	R 970 18/1 R 969 19/1 R 969 17/4
" " heel ...	"			
" " how constructed	all electric welded.			See app'd plan
" " double or single plate	double			
" " coupling, vertical or	Vertical			
" " horizontal				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process)
*Kawasaki Dockyard Co. Ltd. Fukui Plate & Sheet Mills.
 Asano Shipbuilding Co. Ltd.*

Has the Steel been tested as required by the Rules? *yes.*

Lloyd's Register
Foundation

EQUIPMENT No. 46780										LETTER dt		ANCHORS.				
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.				
45	1st Bower ...	87	2	10	1			62	10	0	0	81 1/4	Stocklin	Ohshima	Yokohama 12-6-34 H.K.	
43	2nd „ ...	85	1	0	1			61	0	0	0		"	Steel	" " "	
44	3rd „ ...	84	1	24	1			60	15	0	0		"	Worles.	" " "	
	Collective weight.											232				
46	Stream	25	2	26	6	1	26	25	10	0	0	23 1/2	Stock	"	" " "	

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.		
	Fathoms.	Ins.	Tons.	qrs.	Owts.	qrs.	lbs.	Owts.	Fathoms.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
2044	153 1/2	2 1/2	112 5/10	157 5/10	519-3-15			940	300	2 1/2	Nippon Mechanical Chain Works Ltd.	The Reidunisho Proving House Osaka 15th Sept 1934	TOWLINE...	130	5 1/2	93.4	130	5 1/2	
2017	150 5/8	"	"	"	503-3-3								HAWSERS & WARPS	1120	8		1100	8	
														1120	8		1100	8	
Iron Stream Chain or Steel Wire	120	4 3/4		75.1					120	4 3/4	Tokio Seiko K. Kokura	Kokura 13.5.33 H.D.B.		1120	3				(Steel wire rope) 28.3 to 28.6 (Tons)

Steering Gear, ~~Steam~~ Electric Steering Gear (Fuji Leonard system) Steering Gear, Hand one set in steering engine room.
 II. 30'-0" x 9'-9" x 3'-10 1/2" life boat.
 Boats I. 20'-6" x 5'-3" x 2'-0" Tanna Steering Chains, Size and Test Windlass Electric (Booster control system)
 Ceiling in Holds, thickness and material 2 1/2" O.P. on 2" sleepers Cargo Battens, thickness, material and spacing 6x2" o.p. spaced about 7" fitted vertically.
 Cargo Hatchways. (Upper Deck) Coaming height 30" at side 36" at centre x 44" thick Thickness of Hatches 3" O.P.
 Size of No. 1 Hatchway (Forward) 27'-0" x 18'-0" No. 2 24'-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 Afters 5 (No. 1) 7 (No. 2) 4 (No. 3) 5 (No. 4) 7 (No. 5) 4 (No. 6) 1 (No. 7)

Builder's Signature

K. Yoshitake

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 Rules. The materials and workmanship are good; the former have been tested as required by Rules. The freeboard assigned by the Japanese government has been marked & verified. The double bottom tanks, wing tanks, deep tanks, peak tanks, bulk & cofferdams, bulkheads, tunnels, weather decks, scuppers, W.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 for 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 notations: "Fitted for oil fuel 2.35" "F.P. above 150°F" "Lloyd's A & C.P." "Fitted for Carrying Cargo oil (1935) F.P. above 150°F in Deep Tanks" "Wireless Telegraph" "Electric Light" "Cruciform Stern" "Rudder Electrically-actuated"

The amount of Entry Fee £ 10 : 0 : 0 Fees applied for, 23.3 1931 19/5/1935 Received by me, 22nd Febr. 1935
 Special Survey Fee.... £ 470 : 13 : 1 1/2
 Travelling Expenses, if any ¥ 528.00 ¥ 25.00 (2480.13 1/2 part 28.6.35 28/6 28/6)

I am of opinion the Vessel should be Classed + 100A1 Shelter Deck, with freeboard.

State whether the Vessel has been built under Special Survey yes

Signature

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to Builder

Date of issue

28/4/35

Committee's Minute

FRI. 26 APR 1935

FRI. 17 MAY 1935

Character assigned

+ 100A1 With freeboard Carrying cargo oil H. above 150°F in Deep Tanks

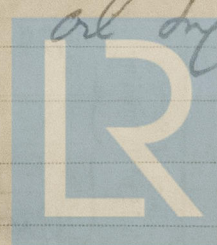
Marked

Lloyd's A & C.P.

+ Limb 2.35

28.100A

My C.L. oil dry



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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 M.S. "KIYOSUMI MARU" Kaw. No. 583 and to M.S. "KOMAKI MARU" Harima No. 189. but is not a sister vessel to either.

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

1. Midship section
2. Profile & Deck
3. Steel advice note
4. Copies of forging & casting certificates.

The freeboard has been assigned by the Japanese Government & verified & cut in.
The reports C11 & C12 are forwarded herewith.

		cut ^W	weight	Date	Surveyor
Particulars of Drop Test of Cast Steel Anchors ^{heads} — Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	983	56.25	16.4.34	M.K.
	2nd "	981	54.46	16.4.34	M.K.
	3rd "	982	54.29	16.4.34	M.K.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop _____ ft., R.Q.D. _____ ft., Bridge _____ ft., Forecastle 33.6 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 Dk (steel) & Shelter Dk (steel)
3rd Dk except in aftermost hold (steel)
Official No. 40114 ; Signal Letters J.W.I.J. Is bottom of Vessel coated with cement Paint cem. if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.		*Length.	Water Capacity.	Where Fitted.		*Length.	Water Capacity.
		Feet.	Tons.			Feet.	Tons.
Double bottom, aft, (fr 27 & 65)		134.0	48.5	Fore peak tank, (fr 154 to Fore end)		43.0	75.5
Double bottom, under Engines and Boilers (fr 74 to 87)		39.0	18.4	After peak tank, (upper & lower, fr 0-10)		20.0	32.9
Double bottom, if under Engines only, 65-74		27.0		Deep tanks aft, (for Cargo oil or water ballast) (fr 48-56 & 56 1/2 & 65)		48.75	1450.0
Double bottom, if under Boilers only,				Deep tank, forward,			
Double bottom, forward, (fr 87 & 154)		179.5	75.1	Other tanks, if fitted, (long tanks aft Fuel oil 30' only)			167.0
		Total capacity of double bottom	142.0				

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

Order for Special Survey No. 47

Date 27/11/33

Dates of Surveys held while building

1934 Mar-5, April-25.30 May-3.5.9.10.14 June-15.18.22.26.29.
July-5.9.19.23.27. Aug-1.10.13.16.17.20.21.24.28.29. Sept-1.6.27.29.
Oct-2.4.8.11.13.25.29.31. Nov-2.5.6.9.13.16.19.21.22.26.27.28.30.
Dec-2.7.
1935 Jan-23.26.31 Feb-10.14.21.25

Total No. of Visits 63.