



STEEL STEAMER OR MOTORSHIP.

Received at London Office

112 OCT 1954

State if Report has been sent on the Freeboard of the Vessel C11 (comp) & C12 (c)State if Report is sent on the Machinery of the Vessel YesDate of completion of report 6th October 1954 Port of KOBE No. 2325Survey held at Aioi Date First Survey 12th October 1953 Last Survey 1st July 1954On the Single Screw "ISE MARU" machinery offState Type Oil Tanker State Type of Erections P. B & F.TONNAGE under 33980.594 M³ CLASS *100A1 Carrying Petroleum in bulk State if with freeboard No Built at Aioipace or spaces
Tonnage Dk.
per Dk.

13220.70

9350.81

REGISTERED DIMENSIONS.

metres (FEET)

68.67 (553.2)

22.30 (73.1)

12.30 (40.3)

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 167.000Breadth (greatest moulded) 22.300Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) 12.3001st Longitudinal Number (L x D) =2nd Numeral L x (B + D) =Framing Depth "d" at middle of length. See Sec. 3 (1d) =Proportions—Depth to Length—Uppermost continuous deck to top of keel =Do. Long Bridge to top of keel Design 9.500Draught Moulded Actual 9.498Launched 29th March 1954 Yard No. 481Builders Harima S.B. & Eng. Co. Ltd.Owners Terukuni Kaiun Co. Ltd.Managers (Where necessary to be entered in Reg. Book)Residence TokyoPort of Registry Tokyo

If surveyed while building, afloat, or in dry dock

Yes ; Undocked 8/6/54

FRAMES, DOUBLE BOTTOM AND BEAMS.

	IN SHIP.	Any Departure from Approved Plans to be Noted.	IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships <u>760</u>	<u>760</u>	<u>-</u>	Bracket Floors, Frame	<u>-</u>
" " from <u>199</u> length amidships to Collision bulkhead	<u>680</u>	<u>-</u>	" " Reversed Frame	<u>-</u>
" " in peaks	<u>610</u>	<u>-</u>	" " Vertical Struts	<u>-</u>
DE FRAMING.			Centre Girder, depth and thickness amidships <u>2500 & 1900 x 15</u>	
Frame Amidships, Angle, <u>E or C</u>	<u>250 x 12 BP</u>	<u>-</u>	" " top Angles <u>E.W. direct</u>	
" " Extends up to <u>Upper dk</u>	<u>Upper dk</u>	<u>-</u>	" " bottom Angles <u>E.W. direct</u>	
Reversed Frame Amidships, Angle <u>none</u>	<u>none</u>	<u>-</u>	Side Girders, No. each side and thickness <u>21, 25, 14, 13 & 13</u>	
" " Extends up to <u>-</u>	<u>-</u>	<u>-</u>	Margin Plate depth (excl. of flange) and thickness <u>7000 x 15.5</u>	
Depth of Framing Girder <u>250</u>	<u>250</u>	<u>-</u>	" " Vertical Angle to Tank side <u>knocked 225</u>	
Frames in Uppermost Continuous 'tween Decks, Angle, <u>E or C</u>	<u>-</u>	<u>-</u>	" " Bracket abaft $\frac{1}{2}$ len. from stem	
" " Second 'tween Decks, Angle, <u>E or C</u>	<u>-</u>	<u>-</u>	" " Vertical Angle to Tank side	
" " Third " " " "	<u>-</u>	<u>-</u>	" " Bracket from forward $\frac{1}{2}$ len. from stem to Panting Area	
" " from $\frac{1}{2}$ len. for'd. to 15% len. from Stem	<u>250 x 12 BP</u>	<u>-</u>	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem	
" " in Peaks, Angle <u>E or C</u>	<u>250 x 12 BP</u>	<u>-</u>	" " Gussets, spacing and scantling from forward $\frac{1}{2}$ len. from stem to Panting Area	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships <u>E.W. direct</u>	<u>E.W. direct</u>	<u>-</u>	Tank Side Brackets, height above base line at toe of Frame and thickness <u>1100 x 800 x 12 fl. 90</u>	
State if Frame Joggled <u>Yes</u>	<u>Yes</u>	<u>-</u>	INNER BOTTOM PLATING in machy space	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved? <u>Yes</u>	<u>Yes</u>	<u>-</u>	Breadth and thickness of Middle Line Strake <u>1300 x 25</u>	
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved? <u>Yes</u>	<u>Yes</u>	<u>-</u>	Thickness of remainder in Holds <u>15</u>	
SINGLE BOTTOM.			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? <u>Yes</u>	
Floors, Depth and thickness at mid-line in Holds <u>-</u>	<u>-</u>	<u>-</u>	BEAMS.	
Height of Brackets at side above base line at toe of frame <u>1900</u>	<u>1900</u>	<u>-</u>	Uppermost Continuous Deck, amidships in Wells, Angle, <u>E or C</u>	
Middle Line Keelson, on Floors, Angles, <u>2200 x 13</u>	<u>2200 x 13</u>	<u>-</u>	" " in way of Bridge, Angle, <u>E or C</u>	
" " " " Through Plate or Inter-costal Plate <u>550 x 25</u>	<u>550 x 25</u>	<u>-</u>	Spacing <u>-</u>	
" " " " Foundation Plate on Floors <u>-</u>	<u>-</u>	<u>-</u>	Second Deck, amidships, Angle, <u>E or C</u>	
" " " " Flat Plate Keel Angles <u>E.W. direct</u>	<u>E.W. direct</u>	<u>-</u>	Spacing <u>-</u>	
Side Keelsons, No. each side <u>-</u>	<u>-</u>	<u>-</u>	Third Deck, amidships, Angle, <u>E or C</u>	
" " thickness of Inter-costal Plate <u>-</u>	<u>-</u>	<u>-</u>	Spacing <u>-</u>	
" " Angles <u>-</u>	<u>-</u>	<u>-</u>	Fourth Deck, amidships, Angle, <u>E or C</u>	
DOUBLE BOTTOM in machy space.			Spacing <u>-</u>	
Solid Floors, thickness and spacing <u>12 & 20</u>	<u>12 & 20</u>	<u>-</u>	Spacing <u>-</u>	
" " Are Frame and Reversed Frame joggled? <u>E.W. direct</u>	<u>E.W. direct</u>	<u>-</u>	Spacing <u>-</u>	
Bracket Floors, breadth and thickness at middle line <u>none</u>	<u>none</u>	<u>-</u>	Spacing <u>-</u>	
" " breadth and thickness at margin plate <u>-</u>	<u>-</u>	<u>-</u>	Spacing <u>-</u>	

PILLARS AND DECKS.

PILLARS, No. of Rows	Inches in Ship.	Any Departure from Approved Plans to be Noted.	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
" " " " "	-	-	Thickness of Plating abreast Deck openings in way of Bridge
" in Holds " " "	-	-	Thickness of Plating within line of openings
" " " " "	-	-	If Sheathed, material and thickness
Centre Line Bulkhead. Stiffeners and Spacing	Corrugated horizontally 11 to 14 as approved	300 460 300	Third Deck. Stringer Plate, breadth and thickness
Plating, thickness of	-	-	If Plated, state thickness
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells	1900 x 26	-	Fourth Deck. Stringer Plate, breadth and thickness
" " " " in way of Bridge	1900 x 32	-	If Plated, state thickness
" Angle in Wells	200 x 200 x 25	-	Poop Deck. Stringer Plate, breadth and thickness
Thickness of Plating abreast Deck openings in way of Wells	-	-	Plating, Sheathing, material and thickness
Thickness of Plating abreast Deck openings in way of Bridge	23	-	Bridge Deck. Stringer Plate, breadth and thickness
Thickness of Plating within line of openings	-	-	Plating, Sheathing, material and thickness
If Sheathed, material and thickness	none	-	Forecastle Deck. Stringer Plate, breadth and thickness
Second Deck. Stringer Plate, breadth and thickness in Wells	-	-	Plating, Sheathing, material and thickness

SHELL PLATING.

STRAKES.	AS IN VESSEL.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.	BUTTS.
	AMIDSHIPS. FORWARD. AFT.		State if jogged?	State if jogged?
	Breadth. Thickness. Thickness. Thickness.		Single or Double. Rivets. Diam. Spacing cr. to cr.	No. of Rows of Rivets. Rivets. Diam. Spacing cr. to cr.
Flat Plate Keel	1600 29 29 29	-	E.W.	-
" Dblg. (if any)	- - - -	-	-	-
Bottom Plating, No. of Strakes	1600 22 15 15.5	-	E.W.	-
Bilge Plating, No. of Strakes	2000 22.5 13.5 15.5	-	Both edges double	25 95
Side Plating, No. of Strakes	- 18.5 13.5 13.5	-	E.W.	-
Upper Deck, Sheer-strake in Wells	1800 28 14 13.5	-	Double	25 95
Upper Deck, Sheer-strake in Bridge	- - - 34	-	Upper seam double	25 95
Strake below Sheer-strake in Wells	1800 18.5 13.5 13.5	-	Edge to main sheerstrake single	19 76
Strake below Sheer-strake in Bridge	- - - 12.5	-	E.W.	-
Poop Side Plating	- - - 12	-	E.W.	-
Bridge Side Plating	- - - 12	-	E.W.	-
Forecastle Side Plating	- - - 12	-	E.W.	-

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	15	14	See letter dated 2/12/54
Extending to Upper Deck (Sec. 3 c)	-	-	-
" Deck next below	-	-	-
As per Rule	-	-	-

STIFFENERS.

	VERTICAL.	HORIZONTAL.
	Scantlings. Spacing.	Scantlings. Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks	-	-
" " Second	-	-
" " Third	-	-
" " Holds	11 12 8 13.5	300 450 300 450
COLLISION " (in Hold)	8 to 13 250 x 90 x 9/13.5	1.0.4 spaced 695
AFTER PEAK "	8 to 14 230 x 11 BP	667

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Yawata; Fuji; Kawasaki; Nippon Kokan; Japan Steel.*

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

"ISE MARU"
PARTICULARS OF LONGITUDINAL FRAMING,
AT BOTTOM & AT DECK.

Kobe Rpt. 1 No. 225

19 OCT. 1954

FRAMING.	AMIDSHIPS.	ENDS.	Any Departure from Approved Plans to be Noted.	RIVETING.
	In Ship.	In Ship.		Rivets in Longitudinal Frames. Diam. Speng. Rivets in Brackets to Bulkheads. Number. Diameter. Inches.
L, L or C	Ins. Ins. Ins.	Ins. Ins. Ins.		
Bridge 'tween Decks ...				
Uppermost Continuous No. 1				
" 2				
" 3				
" 4				
" 5				
" 6				
" 7				
" 8				
" 9				
" 10				
" 11				
" 12				
" 13				
" 14				
" 15				
" 16				
g of (Amidships ...				
adinal (At Ends ...				
Peak Top Longitudinals				
Bottom longitudinal	500 x 13 flanged 100 & rolled			welded direct
Longitudinals (Amidships)	750			
Longitudinals (At ends...)	-			
Transverses.				
Depth and Thickness				
Face Angles				
Lugs to Shell*				
Depth and Thickness	900 x 1100 x 12			
Face Angles	150 flange above middle stringer.			
Lugs to Shell*	160 x 12 F.B. below			
Depth and Thickness	1300 x 12			
Face Angles	130 x 13 F.B. in Centre tanks			
Lugs to Shell*	150 x 13 F.B. in Side tanks			
" " Back Bars				
Brackets	12 mm. as approved			
g of Transverse Frames...	3040			
State if jogged or liners.				
Bridge Deck	-			
Upper "	250 x 12 B.P.			
Second "	-			
Third "	-			
The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.				

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.

FRIDAY 29 JANUARY 1955

+100 A1 Carrying Petroleum in Bulk.

6.54 Givi

Lloyds A & CB

+LMC 6.54

DB (WT) 356 lbs.

DB 128 lbs.

CL.

Oil Eng.

SRL.

0136 3/3

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded if the Plans should be embodied.)

The following drawings are forwarded herewith :-

As Built :

Midship Section.
Profile of Decks.
Stem.
Sternframe.
Rudder.

Shell Expansion
Longitudinal Bulkheads
Transverse Bulkheads
Double Bottom
Pumping Plan

Bow Construction
Stern Construction
General Arrangement
Capacity Plan
P. 403 Steel plate

The following Forging & Casting Certificates are forwarded herewith :-
Rudder Stock, main piece for Rudder
Stern Frame

This vessel is also classed with Nippon Kaiji Kyokai.

PARTICULARS OF ELECTRIC WELDING (if employed) All welded except the following which are riveted :-

Upper Deck stringer angle
Lower seam of main sheerstroke
Upper " " " in way of
Both seams of bilge stroke.

SPECIAL NOTATIONS :—Either as part of the vessel's class or for record in the Register Book
D.F. ; ESD ; by. C ; Radar ; pt Elec. welded ; pt. Cem ;
Longitudinal framing at bottom & at deck ;
Lloyd's A & C P ; Mch. aft.

RADAR Equipment (State if fitted) Fitted
State Type or Pattern No. Mk II
Name of Supplier Tokyo Keiki Seizo

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	105 cwts.	1 qrs.	17 lbs.	H-1.	No. 332	22/2/51
	2nd "	105 cwts.	2 qrs.	22 lbs.	H-1.	No. 333	22/2/51
	3rd "	105 cwts.	0 qrs.	23 lbs.	H-1	No. 336	16/3/51

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 127.6 ft., R.Q.D. — ft., Bridge 42.4 ft., Forecastle —

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated
Official No. 71776 Signal Letters J D R T Extreme Breadth over Belting — Over-all Length 580
(Circ. 1611) (Circ. 1703)

No. and Material of Decks One ; Steel.
Parts of Bottom of Vessel coated with cement or approved composition In way of Fresh water D.B. tanks & F & F

Particulars of composition (if fitted) and of approval —

PARTICULARS OF WATER BALLAST :—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.
Double bottom, aft, 15 to 56 Oil & F.W. only	99.9	—	Fore peak tank, S	W.B. only + F.W.
Double bottom, under Engines and Boilers,			After peak tank, S	W.B. only + F.W.
Double bottom, if under Engines only,			Deep tank, aft, 15 to 56 Oil & F.W. only	—
Double bottom, if under Boilers only,			Deep tank, forward,	F.O. only
Double bottom, forward,			Other tanks, if fitted, 15 to 56 Oil & F.W. only	35.7
Total length (if continuous) and Capacity	99.9	—	(If necessary furnish further information by sketch.)	

Order for Special Survey No. —

Date

Dates of Surveys held while building

G.G.Y. 1953 Oct 12, Nov. 27, Dec 11 ; 1954 Jan 13 & 30, Feb 3 & 15, April 16, 1954
TFN 1954 Apr. 28, May 14 & 29, June 22nd
K.T. 1954, Feb. 8, 11, 13, 15, 16, 18, 20, 22, 25, 27, Mar. 1, 2, 4, 5, 6, 8, 10, 11, 12, 13, 15, 16, 17, 18, 20, 24, May 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, June 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, July 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, Aug. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, Sept. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, Oct. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, Nov. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, Dec. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 1955 Jan. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, Feb. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, Mar. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, Apr. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, May 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, June 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, July 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, Aug. 1, 3, 5, 7, 9, 11, 13, 15, 17, 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