

Received at London Office

State if Report is sent on the Machinery of the Vessel. yes

Survey held at Nokosuka Japan Date First Survey 6th NOV. 1954 Last Survey 6th JUN. 1955

On the ^{(State if Machinery fitted Aft and} Steel Single Screw Motor Ship "KEN WA MARU" ^{if Single, Twin or Triple Screw)} machinery amidship.

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Full Scantling State Type of Erections Prop. Bridge For cable

TONNAGE under ^{m³} 16,531.053 CLASS + 100 A 1 State if with freeboard } NO Built at Yokohuka, Japan
Tonnage Deck as condition of Class }

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 128.360 (421.1')	Launched 24th MAR. 1955 Yard No. 815
	Breadth (greatest moulded)	B 17.800	Uruga Shipbuilding Yard, Builders The Uruga Dock Co., Ltd.

Total	16,531.053	Depth, at middle of length from top of keel to top of lower jaw of uppermost vertebrae	10.400	Nitt. Shosen K K
-------	------------	--	--------	------------------

Gross Tonnage	6573.45	of beam at side of uppermost continuous deck. See Sec. 3 (1c)	(34.1')	Owners	Noble Ship Co.
---------------	---------	---	---------	--------	----------------

Register Tonnage 3746.51

2nd Numeral $L \times (B + D)$ =

Forming Depth "d" at middle of length. See

Residence

REGISTERED DIMENSIONS.	Framing Depth d , at middle of length. See Sec. 3 (1d).....	Residence
FEET			

Length	128.360 (421.1')	Proportions—Depth to Length—Uppermost continuous deck to top of keel	—	Port of Registry	Tokyo
--------	------------------	--	---	------------------	-------

Do. Long Bridge to } — If surveyed while building, afloat, or in dry dock

Draught Moulded 8.24 (27.03) / *yes (undocked 7-5-55)*

	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.....	800		/		Longitudinal Bracket Floors, Frame	160	90	12/15.5	/
" " from 1/2 length amidships to Collision bulkhead.....}	685		/		" " Reversed Frame.....	140	90	12/15.5	/
" " in peaks	610		/		" " Vertical Struts B.A.	230	90	11	/
SIDE FRAMING.					Centre Girder, depth and thickness amidships	1170	13		/
Frame Amidships, Angle, [or] cut from CH	300	90	12/15.5	/	" " top Angles			welded	/
" " Extends up to.....	2nd deck		/		" " bottom Angles.....			welded	/
Reversed Frame Amidships, Angle	-				Side Girders, No. each side and thickness.....	1	9		/
" " Extends up to ...	-				Margin Plate depth (excl. of flange) and thickness	980	13		/
Depth of Framing Girder.....	-				" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem			welded	/
Frames in Uppermost Continuous 'tween Decks, Angle, [or] B.P....	230	11	/		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area			welded	/
" " Second 'tween Decks, Angle, [or] B.P.	180	9.5	/		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....	450	12	Continuous	/
" " Third " " " "	-				" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	No		gussets at panting area.	/
" " from 1/2 len. for'd. to 15% len. from Stem	340	100	10.5/16	/	Tank Side Brackets, height above base line at toe of Frame and thickness	2100	12	150-90 FL	/
" " in Peaks, Angle or [B.P.	230	11	/		INNER BOTTOM PLATING.				
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	welded		/		Breadth and thickness of Middle Line Strake..	1400	13/11		/
State if Frame Joggled.....	No		/		Thickness of remainder in Holds		11		/
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved ?	yes		/		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		/
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved ?.....	yes		/		BEAMS.				
SINGLE BOTTOM.					Uppermost Continuous Deck, amidships in Wells, Angle, [or]	170	90	12/15.5	/
Floors, Depth and thickness at mid-line in Holds.....					" " in way of Bridge, Angle, [or]	170	90	12/15.5	/
Height of Brackets at side above base line at toe of frame.....					" " Spacing	140	90	12/15.5	/
Middle Line Keelson, on Floors, Angles, [or]					" " Spacing	800			/
" " Through Plate or Intercostal Plate					Second Deck, amidships, Angle, [or] B.P.	250	12		/
" " Foundation Plate on Floors					" " Spacing	800			/
" " Flat Plate Keel Angles					Third Deck, amidships, Angle, [or]				/
Side Keelsons, No. each side.....					" " Spacing				/
" " thickness of Intercostal Plate.....					Fourth Deck, amidships, Angle, [or]				/
" " Angles					" " Spacing.....				/
DOUBLE BOTTOM. (Longitudinal Framed)					Poop Deck, Angle, [or]	125	75	10	/
Solid Floors, thickness and spacing	10.5	3200			" " Spacing.....				/
" " Are Frame and Reversed Frame joggled ?	No				Bridge Deck, Angle, [or]	150	90	12/15.5	/
Bracket Floors, breadth and thickness at middle line	800	10.5	75	FL	" " Spacing.....	160	90	12/15.5	/
" " breadth and thickness at margin plate.....	1000	10.5	75	FL	Forecastle Deck, Angle, [or]	150	90	12	/
					" " Spacing.....				/

PILLARS AND DECKS.

		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		
PILLARS, No. of Rows		One Row					
,, in 'tween Decks, Size and Spacing		widely Spaced					
,, ,, ,, ,, ,,		as					
,, in Holds ,, ,, ,,		Approved			/		
,, ,, ,, ,, ,,							
Centre Line Bulkhead.		125	75	7			
Stiffeners and Spacing		800					
Plating, thickness of		7.5					
STRINGERS AND DECKS.							
Uppermost Continuous Deck.							
Stringer Plate, breadth and thickness in Wells		1600	22.5	10	/		
		(28 at break)			/		
,, ,, ,, ,, in way of Bridge		1500	10		/		
		1600	10		/		
,, Angle in Wells		150	150	25	/		
		200	200	25	/		
		(at break)					
Thickness of Plating abreast Deck openings } in way of Wells		22			/		
Thickness of Plating abreast Deck openings } in way of Bridge.....		9			/		
Thickness of Plating within line of openings...		9			/		
If Sheathed, material and thickness.....		-					
Second Deck.							
Stringer Plate, breadth and thickness in Wells		1500	9.5		/		
Stringer Plate, breadth and thickness in way of Bridge		1500			7.5	-	
Thickness of Plating abreast Deck openings } in way of Wells					7.5	See plans	
Thickness of Plating abreast Deck openings } in way of Bridge.....					7.5	-	
Thickness of Plating within line of openings...					7.5	-	
If Sheathed, material and thickness.....					-		
Third Deck.							
Stringer Plate, breadth and thickness.....					/		
If Plated, state thickness							
Fourth Deck.							
Stringer Plate, breadth and thickness.....					/		
If Plated, state thickness.....							
Poop Deck.							
Stringer Plate, breadth and thickness.....					7.5	-	
Plating, Sheathing, material and thickness ...					7.5	not sheathed -	
Bridge Deck.							
Stringer Plate, breadth and thickness.....		1600	14		-		
Plating, Sheathing, material and thickness ...					13	not sheathed -	
Forecastle Deck.							
Stringer Plate, breadth and thickness.....					8	-	
Plating, Sheathing, material and thickness...					8	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.	Spacing cr. to cr.	
	Inches. mm	Inches. mm	Inches. mm	Inches. mm			Inches. mm	Inches. mm		Inches.	Inches.		
Flat Plate Keel.....	1400	21	21	21		Double	25	112	Welded				
Dblg. (if any)	A	15.5	19	13		-	-	-	-				
Bottom Plating, No. of Strakes4.....	B	15.5	19	14.5									
	C	15.5	19	15.5		Welded			Welded				
	D	15.5 - 16.5	19	16.5									
Bilge Plating, No. of Strakes2.....	E	16 - 17	14	13		Double	22	99	Welded				
	F	16 - 17	13.5	13									
Side Plating, No. of Strakes4.....	G	15.5 - 16.5	12	13		Welded			Welded				
	H	15.5 - 16.5	12	12									
	I	15.5 - 16.5	12	12		Welded			Welded				
	J	15.5 - 16.5	12.5	12									
Upper Deck, Sheer-strake in Wells.....	L	15.5 - 16.5	12.5	12		Welded			Welded				
	S. 1600	22.5	12.5	12									
		(34 at break)											
Upper Deck, Sheer-strake in Bridge ...	2000	15.5	-	-		Welded			Welded				
Strake below Sheer-strake in Wells.....	1500	16.5	12.5	12		Upper edge welded	22	99	Welded				
						Lower edge double							
Strake below Sheer-strake in Bridge ...	1500	15.5	-	-		- DO -	22	99	Welded				
Poop Side Plating.....	-	-	-	9.5 12		Welded			Welded				
Bridge Side Plating.....	2000	16 - 20	-	-		Welded			Welded				
Forecastle Side Plating	-	-	-	10.5 12		Welded			Welded				

WATERTIGHT BULKHEADS.

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

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	None			
STEM	Steel plate			
STERN X Propeller Post	Cast steel	as approved		
FRAME } Rudder		Amagasaki Iron & Steel Mfg. Co., Ltd.		
Speed of Vessel	13.5 knots			
RUDDER—Type	Ballanced Reaction type		Rudder stock Sumitomo metal Ind. Ltd.	
Projected Rudder Area " A X D.	15.749 m ²			
" Diam. of head X	260 mm			
" Mainpiece at top pintle	C.S. as approved		Uraga Dock Co., Ltd.	
" " X heel	C.S. as approved		DO—	
" how constructed	Welded			
" double or single plate	Double			
" coupling, vertical or				
" horizontal	Horizontal			

		Plating Thickness.	STIFFENERS.				
			VERTICAL.		HORIZONTAL.		
			Scantlings.	Spacing.	Scantlings.	Spacing.	
(Fr. No 83)							
MIDSHIP	BULKH'D, Upper 'tween decks	6.5	7	125 × 75 × 7	815	-	-
"	" Second "	-	-	-	-	-	-
"	" Third "	-	-	-	-	-	-
"	" Holds	8.5	9.5	Corrugated	800	-	-
(Fr. No. 158)							
COLLISION	" (in Hold)	14	~ 8	150 × 90 × ¹⁹ / _{15.5}	640	-	-
AFTER PEAK	"	8	~ 13.5	125 × 75 × 7	640	-	-

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <u>Open Hearth (Basic)</u>	
	Plate : <u>Fuji Iron & Steel Co., Ltd. Hirobata Works</u>	<u>Yawata Iron & Steel Mfg. Co., Ltd.</u> <u>Nippon Kokan K.K. Tsurumi Iron & Steel Works.</u>
	Section : <u>Yawata Iron & Steel Mfg. Co., Ltd.</u>	<u>Nippon Kokan K.K. Kawasaki Iron Works.</u>
Has the Steel been tested as required by the Rules? <u>yes</u>		

ANCHORS.

CHAIN CABLES.

HAWSERS AND WARPS.

atchways.—(Upper Deck) Coaming Constructed of steel & adequately supported Thickness of Hatches 65 mm Soft wood

atchways No. 1 (Fwd.) 10275 × 6400 No. 2 12800 × 6400 No. 3 8000 × 6400 No. 4 12800 × 6400 No. 5 12000 × 6400 No. 6 —

of Shifting Beams } 7 9 5 9 9
Fore and Afters

Builder's Signature E. Hirata
for T. Hano.
Uruga Dock Co., Ltd., Yokosuka

L DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel motor ship whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. No The positions in which oil is carried as fuel or cargo should indicated, together with the flash point (where required to be inserted in the Notation).

ship has been built under Special Survey in conforming with the Society's Rules and Regulations and Secretary's The scantlings and arrangements of the ship are as given in the report, and as shown and amended approved plans now forwarded. All modifications or additions to the original approved gements made during construction has been indicated on the plans and have been approved as being accordance with or by standards equivalent to the Rules requirement. The plans of midship on and longitudinal section and decks showing the ship as built, now forwarded herewith, been checked with the approved arrangements and found in order. The quality of materials workmanship are good. The ship is designed to carry oil fuel only in oil fuel deep tanks and of machinery space and in NOS. 5, 6, 7 & 8 D.B. tanks, and water ballast or oil fuel in D.B. tank, and water ballast in NOS. 1 & 2 D.B. tanks, and fresh water or water ballast in fore peak, and fresh water in after peak tank, and feed water only in NO. 4 D.B. tank. The Deep tanks ay of NO. 4 hold are designed to carry dry cargo or water ballast. The peak tanks, deep

Amount of Entry Fee.....	£	:	:	Fees applied for
<i>Rubinstein entry</i>	£	:	:	JUN. 21. 1955
Special Survey Fee.....	£	:	:	Received by me,
<i>o/s</i>	£	:	:	
Travelling Expenses, if any	£	:	:	19

(Special notations, where part of class, to be stated.)

We are
I am of opinion the Vessel should be Classed +100A1, Longitudinal
framing at bottom.

State whether the Vessel has been built under Special Survey

Certificate to be sent to Yka. in Trip. Date of issue 2/9/55

Committee's Minute

Character assigned +100A1

5.55 Ya

Lloyds Arch

Not a ~~Wright~~ ~~Yka~~
(hm)

+ Linc 6.55 subject

DB 1438

(with torsl. endb)

Asnow, without spl Cdn
(with loose end)

TUESDAY 13 SEP 1955

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.)

tanks and D.B. tanks have been pressure tested, and decks, bulkheads, shaft tunnel and W.T. doors have been tested in accordance with the Rules. Steering gear and windlass have been tested under working condition and found satisfactory.

The following plans are forwarded herewith:—

AS BUILT

Midship section.

General arrangement.

Capacity plan.

Longitudinal section and decks.

Shell expansion, framing and bulwark Deep tank.

Stem.

Rudder construction.

Stem frame.

Shaft tunnel

Double bottom.

Bow construction.

Stern construction.

Water tight bulkheads.

Deep tank.

Bilge, ballast and oil pipping.

Freeboard mark.

Arrangement of material with

P403 Rules

AS APPROVED

Midship section

Longitudinal section & decks

The following castings and forgings certificate copies accompanied this report.

Stem frame, Rudder stock, Rudder main casting, Tiller etc.

The following parts of the vessel have been constructed of materials in accordance with P403 of the Rules, i.e. Keel plating frs. 46-121, Sheerstrake plating frs. 49-117, upper deck and stringer plating frs. 42-65, 101-120 and at hatch corners, etc. (please see attached plan)

This vessel is also classed Nippon Kaiji Kyokai. Freeboards have been assigned by the Japanese government — Summer Freeboard 2169 mm to top of steel upper deck.

PARTICULARS OF ELECTRIC WELDING (if employed) All parts welded except the following which are rivetted:—

Both seams of keel, upper and lower seams of bilge strake, lower seams of strake below sheer strake and stringer angle to sheer strake and stringer plate.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Longitudinal framing at bottom.

Cruiser stern.

RADAR Equipment (State if fitted) yes

State Type or Pattern No. N.M.D. 411A

State } Maker Japan Radio Co., Ltd.
Name } and/or
of } Supplier

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

	1st Bower	cuts.	gr.	lbs.			
		45	3	22	K.N.	Y 6301	17-2-55
	2nd "	46	0	16	K.N.	Y 6302	17-2-55
	3rd "	46	0	5	K.N.	Y 6303	17-2-55
	Stream	21	0	17	K.N.	Y 6304	17-2-55

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 29' ft., R.Q.D. — ft., Bridge 130 ft., Forecastle 40 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 73717 Signal Letters JJGU Extreme Breadth over Belting 17.800 ^m Over-all Length 136.932 ^m

No. and Material of Decks 3 One, steel (Circ. 1811) (Circ. 1703) 449.3"

Parts of Bottom of Vessel coated with cement or approved composition Fore and after peaks — cement

Particulars of composition (if fitted) and of approval

See Capacity Plan

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 to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,			Fore peak tank,	30.15	150.0
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,	26.25	915.5
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	190.8	805.7	Other tanks, if fitted,		
Total length (if continuous) and Capacity	190.8	805.7	(If necessary furnish further information by sketch.)		

Order for Special Survey No. —

Date

Dates of Surveys held while building

P.W.M. 1954: NOV. 6 1955: FEB. 23 MAR. 9 MAY 5.9.25.28 R.I. 1955: MAR. 24
K.N. 1955: FEB. 28 MAR. 2. 14
R.T. 1955: MAY 10. 11. 13. 23. 26
H.T. 1954: DEC. 3.6.8.10.13.17.20.22.24.29 1955: JAN. 7.10.12.14.17.19.21.24.28.31
FEB. 4.7.9.11.14.16.18.23.25 MAR. 7.9.11.14.16.19.21.24.29.31
APR. 6.8.11.13.16.18.22.30 MAY 4 JUN. 6
Total No. of Visits 66

© 2021

Lloyd's Register Foundation