

DISCLOSED

## STEEL STEAMER OR MOTORSHIP

DISCLOSED

AUG 1954

## SECTION

No. 1133

State if Report has been sent on the Freeboard of the Vessel No

State if Report is sent on the Machinery of the Vessel Yes

## SECTION

No. 1133

No. 2170

Date of completion of report JUL 26 1954

Port of KOBE

Survey held at Osaka

Date First Survey 9th Oct., 1953

Last Survey 5th June

1954

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) Single Screw Motor Ship "INUISAN MARU"

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

State Type of Erections P.B. &amp; F.

TONNAGE under 6345.80  
Tonnage Deck ...

CLASS +100A1

State if with freeboard as condition of Class No

Built at Osaka

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 439.6

Launched 20th March 1954 Yard No. 31

Breadth (greatest moulded) B 60.4

Builders Fujinagata S.B. Co., Ltd.

Total 6345.80

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 34.2

Owners Inui Kisen K.K.

Gross Tonnage 7197.46

1st Longitudinal Number (L x D) =

Managers

(Where necessary to be entered in Reg. Book)

Register Tonnage 4118.24

2nd Numeral L x (B + D) =

Residence

## REGISTERED DIMENSIONS.

FEET

Length 445.63

Breadth 60.36

Depth 34.18

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 =

Draught Moulded J.G. Assigned 2149m/m 27.16 feet

Yes, undocked 13-5-54.

Port of Registry Kobe

If surveyed while building, afloat, or in dry dock

## FRAMES, DOUBLE BOTTOM AND BEAMS.

	EXCEEDS IN SHIP. mm	Any Departure from Approved Plans to be Noted.		EXCEEDS IN SHIP. mm	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships...	825	✓	Bracket Floors, Frame B.A.	200x90x10	✓
" " from 1/2 length amidships to Collision bulkhead...	685 & 610	✓	" " Reversed Frame B.P.L.	200x10	✓
" " in peaks	610	✓	" " Under Hatch 250x90x9/13 C.H.	✓	
SIDE FRAMING.			" " Vertical Struts Elsewhere	200x90x10 B.A.	✓
Frame Amidships, Angle, C or T	300x90x12/15.5	✓	Centre Girder, depth and thickness amidships	1160 x 14, 15	✓
" Extends up to	Second Deck	✓	" " top Angles F.B.A.	180 x 12	✓
Reversed Frame Amidships, Angle	-		" " bottom Angles	Welded	✓
" Extends up to	-		Side Girders, No. each side and thickness	One, 10	✓
Depth of Framing Girder	300	✓	Margin Plate depth (excl. of flange) and thickness	14	✓
Frames in Uppermost Continuous 'tween Decks, Angle, C or T	200x90x10	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	Welded	✓
" " Second 'tween Decks, Angle, C or T	-		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area	Welded	✓
" " Third " " " "	-		" " Gussets, spacing and scantling abaft 1/2 len. from stem	Continuous	✓
" from 1/2 len. for'd. to 15% len. from Stem	300x90x12/15.5	✓	" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area	12.5	✓
" in Peaks, Angle C or T	Rider PL 75x10 (Fr. 126, 128, 130, 131, 133, 135, 137, 139, 141, 142)	✓	Tank Side Brackets, height above base line at toe of Frame and thickness	1850, 12.5	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	FP. T. 230x11 B.P.L. 130, 131, 133, 135, 137, 139, 141, 142	✓	INNER BOTTOM PLATING.		
State if Frame Joggled	AP. T. 230x90x10 BA	✓	Breadth and thickness of Middle Line Strake	1350 x 13	✓
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes	✓	Thickness of remainder in Holds	11.5	✓
Are the scantlings and arrangements in way of the Bottom Forward 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	✓
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, C or T	230x11 B.P.L.	✓
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, C or T	230x11 B.P.L.	✓
Middle Line Keelson, on Floors, Angles, C or T			Spacing	825	✓
" " Through Plate or Inter-costal Plate			Second Deck, amidships, Angle, C or T	250x12 HP	✓
" " Foundation Plate on Floors			Spacing	825	✓
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, C or T		
Side Keelsons, No. each side			Spacing		
" thickness of Inter-costal Plate			Fourth Deck, amidships, Angle, C or T		
" Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, C or T	150x90x9	✓
Solid Floors, thickness and spacing	11, 3 Frame spaces	✓	Spacing	610, 685, 760	✓
" Are Frame and Reversed Frame joggled?	-		Bridge Deck, Angle, C or T	200x90x8/13.5	✓
Bracket Floors, breadth and thickness at middle line	950, 11	✓	Spacing	825	✓
" breadth and thickness at margin plate	1000, 11	✓	Forecastle Deck, Angle, C or T	150x90x9	✓
			Spacing	610	✓



# PILLARS AND DECKS.

	INCHES IN SHIP. mm	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP. mm	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows .....	One			
" in 'tween Decks, Size and Spacing .....	380		Stringer Plate, breadth and thickness in way of Bridge .....	10-7.5 ✓
" " " " " " .....	380		Thickness of Plating abreast Deck openings in way of Wells .....	10
" " " " " " .....	380		Thickness of Plating abreast Deck openings in way of Bridge .....	10-7.5, 15-10 (D/T Hatchway)
" in Holds " " " " .....	380		Thickness of Plating within line of openings...	11-7.5 ✓
" " " " " " .....	380		If Sheathed, material and thickness .....	-
Centre Line Bulkhead. Stiffeners and Spacing .....	-		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	1600x32-13 ✓		Fourth Deck. Stringer Plate, breadth and thickness .....	-
" " " " in way of Bridge	1600x32-10 ✓		If Plated, state thickness .....	-
" Angle in Wells .....	200x200x25-130x130x5 ✓		Peep Deck. Stringer Plate, breadth and thickness .....	8-7.5 ✓
Thickness of Plating abreast Deck openings in way of Wells .....	23 ✓		Plating, Sheathing, material and thickness ...	-
Thickness of Plating abreast Deck openings in way of Bridge .....	10 ✓		Bridge Deck. Stringer Plate, breadth and thickness .....	16 ✓
Thickness of Plating within line of openings...	11 ✓		Plating, Sheathing, material and thickness ...	16 Abreast Hatchway 10-9 Within L. of OP
If Sheathed, material and thickness .....	-		Forecastle Deck. Stringer Plate, breadth and thickness .....	8 ✓
Second Deck. Stringer Plate, breadth and thickness in Wells	10-9 ✓		Plating, Sheathing, material and thickness...	8 ✓

## SHELL PLATING.

SCANTLINGS.					RIVETING.				
STRAKES.	AS IN VESSEL, in m/m				EDGES, in m/m				
	AMIDSHIPS.		FORWARD.	AFT.	ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	RIVETS.		BUTTS.	
	Breadth.	Thickness.	Thickness.	Thickness.		Single or Double.	Spacing cr. to cr.	No. of Rows of Rivets.	Spacing cr. to cr.
Flat Plate Keel .....	1,350	22	22	22		D.R. ✓	22 92	Welded	
" Dblg. (if any)	-	-	20	16		D.R. ✓	22 92	Welded	
Bottom Plating, No. of Strakes .....		17.5	14	15.5		D.R. ✓	22 92	Welded	
Bilge Plating, No. of Strakes .....		17.5	13	15.5		G.H.J.L. Welded ✓		Welded	
Side Plating, No. of Strakes .....		16.5 & 17	12	12		D.R. ✓	22 92	Welded	
Upper Deck, Sheer- strake in Wells .....	1600	24	17 (at stem)	12		D.R. ✓	22 92	Welded	
Upper Deck, Sheer- strake in Bridge ...	1600	16.5	-	-		D.R. ✓	22 92	Welded	
Strake below Sheer- strake in Wells .....		17	17 (at stem)	12		D.R. ✓	22 92	Welded	
Strake below Sheer- strake in Bridge ...		16.5	-	-		D.R. ✓	22 92	Welded	
Peep Side Plating .....		-	-	10		Welded ✓		Welded	
Bridge Side Plating .....		17.5 & 16.5	-	-		Welded ✓		Welded	
Forecastle Side Plating		-	11	-		Welded ✓		Welded	

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 7

" Deck next below 2

As per Rule 7 ✓

## STIFFENERS.

	Plating Thickness, m/m	VERTICAL.				HORIZONTAL.			
		Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks	7	125x75x7	700 (centre)	712.5 (wing)					
" " Second			Vertical						
" " Third			10 (centre)	Corrugation					
" " Holds			11 (wing)						
COLLISION " (in Hold)	8-13	200x90x8/13.5	Two Hori.						
AFTER PEAK "	9-13	200x90x8/13.5	Two Hori.						

## FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings, m/m	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		-		
STEM		Plate 20-12		
STERN FRAME	Propeller Post Rudder	C.S.	As Kobe Steel Wor App. Kobe, Japan	
Speed of Vessel		16.25 knot.		
RUDDER—Type		Contra Flow		
" A x D.		F.S.	2900	
" Diam. of head				
" Mainpiece at top pintle		C.S.	As Builder	
" heel				
" how constructed		Plate and Diaphragm		
" double or single plate		Double plate		
" coupling, vertical or		Horizontal		
" horizontal				

## STEEL.

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

Yawata Iron & Steel Works, Fuji Iron Steel Works (Hirohata Plant)

Kawasaki Steel Corporation.

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

Lloyd's Register  
Foundation



EQUIPMENT No. 44094.30												LETTER G+ ✓		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.					
Y-5085	1st Bower ...	78	0	14				58	3	0	0	✓	✓	Latest Hall's Type	Tokyo Steel Casting Co. Ltd.	22-2-54 T.N.	✓
Y-5087	2nd „ ...	77	1	10				57	13	0	0	✓	✓				
Y-5086	3rd „ ...	76	3	22				57	5	0	0	✓	✓				
	Collective weight	232	1	18	✓							219½	✓				
Y-5088	Stream .....	23	0	3	7	1	3	23	18	0	0	22	✓	Admiralty type			

CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Table 58.		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 58.	
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Diam.					Length.	Clr.		Length.	Clr.
CC-178	77	M	576	9	56	12438	KT	17417	42.20	1	34375	650	54	5.5	240	M	86	240	M
												KOMATSU MFG. CO. LTD. TOKYO, JAPAN	AT MAKER 25-11-53 1	TOWLINE	185	M	82	185	M
													4, 28-12-53 H. J. KENDALL	J.W. HAWERS & WARPS	185	M	82	185	M
													5, 21-1-54	J.W.	185	M	82	185	M
												ASAHI W.R. MFG. CO. LTD. OSAKA, JAPAN.	AT MAKER 3-2-53 KURAYAMA	Manila	200	M	203	185	M
														Manila	200	M	203	185	M

Gear, Type (Power or hand) Electro Hydraulic Alternative Means of Steering Hand

Chains (Size and Test) 65m/m (Soft wood) Windlass Steam Boats 2 Wood

Holds, thickness and material on 40m/m Beare's (S.W.) Cargo Battens, thickness, material and spacing HORI... No. 1 & 5 H. 50x150 VERT... No. 2, 3 & 4 H. 50x125 CLEAR 230

Hatches. (Upper Deck) Steel Plates and Angles Thickness of Hatches 65mm (Hinoki)

Hatches No. 1 (Fwd.) 8220x6500 No. 2 13600x7000 No. 3 8250x7000 No. 4 7425x7000 No. 5 10725x7000 No. 6 9900x7000

of Shifting Beams } 5 8 5 4 6 6  
Fore and Afters }

Builder's Signature Sakae Unomura Director  
Fujinagata Shipbuilding Co., Ltd.  
Osaka, Japan

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 Yes 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).

This ship has been built under Special Survey in conformity with the Society Rules and Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in the report and as shown on the "as approved" and "as built" plans now forwarded. All modifications or additions to the Original approved arrangements made during construction have been approved or the plans have been approved as being in accordance with, or by standard equivalent to the Rule requirements. The plans of midship section and profile and decks showing the ship as built, now forwarded herewith, have been checked with the approved arrangements and found in accordance.

The materials and workmanship are good. All double bottom tanks, peak tanks and deep tanks, transverse bulkheads, have been tested as required by the Rules and found satisfactory. The weather decks, bulkheads, tunnel, W/T door have been satisfactorily tested. The windlass and steering gear have been satisfactorily tried under working conditions. The assigned freeboard have been marked on the sides, verified and cut in. Oil fuel, flash point not lower than 150°F can be carried in Nos. 2, 3, 5, 6 & 7 D.B. tanks and Nos. 1 & 2 Deep Tanks. Vegetable oil may be carried in the No. 1 Tank.

The amount of Entry Fee £1,892.000 Fees applied for, JUL 26 1954  
Wharfedale Ltd 15,000  
Special Survey Fee £43,570 Received by me, 19  
Travelling Expenses, if any £

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

State whether the Vessel has been built under Special Survey Yes

Certificate to be sent to KO BE in Triplicate Date of issue 23/9/54

Signature G. G. Young & K. Unomura  
Surveyors to Lloyd's Register of Shipping.

Committee's Minute TUESDAY 14 SEP 1954

Character assigned +100 A1 Carrying vegetable oil in side tanks aft.

5.54 Gra.

Lloyds A & C.

+LMC 6.54. (With Torsional Endorsement)

DB (WT) 142 cl. made '44 fitted '54.

DB (Exhaust Gas) 142 cl.

CL.

Oil Eng.

White Kol. (H.M.)

SRL.

012165-012171-0155 2/2



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.)

The following plans are enclosed

As built

Midship Section Construction Profile and Bottom  
Deck plans  
General Arrangement Capacity Plan  
Shell Expansion Stem  
Stern frame Rudder  
Double bottom (For'd) and (Aft)  
Framing Plan Bow framing  
W/T Bulkheads Deep Tank Bulkheads

P.403 Steel particulars

As approved Midship Section, Construction Profile and Bottom, Deck Plans.

Forging and Casting Certificates

Stern frame Rudder Stock Rudder Frames

PARTICULARS OF ELECTRIC WELDING (if employed) Shell butts, Decks, Beams, Girders, Etc.,

D.B. and T. top plating, Bulkheads, Eng.casing and Deck houses are electrically welded using electrodes approved by the Society for each purpose and methods approved by and to the satisfaction of the undersigned.

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

CRUISER STERN - LLOYD'S A.& C.P.-D.F.-E.S.D.-Radar-GYC-  
fitted for O.F. flash point above 150 F to be carried in  
Nos.2,3,5,6 & 7 D.B.Tanks Nos.1 & 2 Deep Tanks - Vegetable  
oil to be carried in No.1 deep tank - port elect. welded.

RADAR Equipment (State if fitted) Yes

State Type or Pattern No. Raytheon 16" radar

State } Maker Nihon Kikai Boeki  
Name } and/or K.K., Tokyo, Japan.  
of } Supplier.

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

1st Bower	51-2-7	Y.5081	12-2-54	T. Nomura
2nd "	50-3-3	Y.5083	12-2-54	T.N.
3rd "	50-1-15	Y.5082	12-2-54	T.N.
Stream	23-0-3	Y.5084	18-1-54	T.N.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 19.49 ft., R.Q.D. — ft., Bridge 173.2 ft., Forecastle 41.96 ft.

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

Official No. 71519 Signal Letters J B F G Extreme Breadth over Belting 466.70  
(Circ. 1611) (Circ. 1703)

No. and Material of Decks

Parts of Bottom of Vessel coated with cement or approved composition F. & A. Peaks cement washed F.W.D.B. tank cemented.

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 to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft, No.5,6 & 7 D.B.T.	148.16	589.61	Fore peak tank,	27.88	87.50
Double bottom, under Engines and Boilers, No.4 F.W.T.			After peak tank,	20.01	-
Double bottom, if under Engines only, F.W.T.	48.72	-	Deep tank, aft,	27.06	930.60
Double bottom, if under Boilers only, No.1,2,3,4,5,6,7 DRY T. COFFM.			Deep tank, forward,	24.36	459.43
Double bottom, forward,	174.77	692.67	Other tanks, if fitted,		
Total length (if continuous) and Capacity	370.64	1279.28	(If necessary furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys  
held while building

R.I. 9 Oct., 1953.

G.G.Y. 19, March, 1954.

T.F.N. 30, Nov., 1953, 18th Jan., 1st March, 1954

K.U. 5,10,16,Nov., 3,5,7,9,14,17,19,21,23,24,Dec., 1953.

9,11,14,17,18,21,25 Jan., 3,4,6,13,15,17,18,24,25,26,28, Feb.,

3,4,6,9,13,16,19,26 March, 6,9 April, 14,18,22,24,25,26 May

4, June 1954.

Total No. of Visits 53 V.