

KEN ANN MARU

IMO No: 9138903 BULKER 1997 / 19495 GT

COMPANY:

Inui Steamship Co. Ltd., Japan

YARD INFORMATION:

Onomichi Dockyard Co. Ltd. 412
(Japan)

SCRAPPING INFORMATION:



Lyttelton (N.Z) 23/12/2007 © A. Calvert

GENERAL INFORMATION:

IMO No. : 9138903
Ship's Name : KEN ANN MARU
Registered Owners : Inui Steamship Co., Ltd.
Managing Company : ----
Flag : JAPANESE
Signal Letters : JMUU
Tonnage Gross : 19,495
Deadweight : 32,115
Type of Ship: BULK/LUMBER CARRIER
Overall Length (m) : 171.600
Registered L x B x D (m) : 165.840 x 27.000 x 14.800
Moulded L x B x D (m) : 163.600 x 27.000 x 14.800
Draught (m) : 10.421
Trial Speed (kt) : 16.3
Sea Speed (kt) : 14.6
No. x SWL (ton) of Derricks or Cranes : C4(30.0)
Shipbuilder : Onomichi Dockyard Co., Ltd.
Hull No. : 412
Date of Build : 04-1997

OWNER & FLAG HISTORY:

KEN ANN MARU 2000-05-12 LRF
Flag Date of record Source
Japan 2000-05-12 LRF
Registered owner Date of record Source
INUI STEAMSHIP CO LTD 1998-01-19 LRF
Ship manager Date of record Source
INUI STEAMSHIP CO LTD 1998-01-29 LRF

SALES, TRANSFERS & RENAMINGS:

KEN ANN MARU	1997-	Inui Steamship Co. Ltd., Japan

GENERAL VESSEL INFORMATION:

A week before a vessel under the control of Port Gisborne's pilot hit another vessel, causing damage of \$60,000, the pilot told his boss he had not had a full day off work for more than a year. The Maritime Safety Authority, the Government authority that investigated the accident two years ago, blamed pilot burnout as one of the causes of the accident. The Maritime Safety Authority report on a collision between ref ASIAN OLIVE (7355 gt, built 1999) and bulk **KEN ANN MARU** (19495 gt, built 1997) said that as the pilot was docking the Asian Olive, the vessel struck the stern of the Ken Ann Maru.

Sources said the damage to the vessel cost \$60,000 to repair. The authority said damage was "minor" and the collision was caused by "fatigue, vessel handling and adverse weather". Authority investigator Mike Eno said: "The pilot lost control of the vessel in the prevailing circumstances and conditions." Mr Eno said the pilot said in a letter to his manager dated Feb 7, 2000, "less than a week prior to the incident, that he had not had a full day off since Jan 11, 1999". Mr Eno said "fatigue or burnout" might have helped cause the collision. (Wellington, Feb 21)

22/2/2001

www.ibiblio.org/maritime/Scheepvaartnieuws/Pdf/scheepvaartnieuws/2002/februari/22-02-2002.PDF

Coos Bay, Oregon

When the 561-foot **KEN ANN MARU** steamed out to sea last week, it carried the last shipment of logs likely to leave this small port on the Southern Oregon coast.

July 19, 2005

http://seattletimes.nwsourc.com/html/localnews/2002389075_lastlog19.html

Last update: 7/1/2008