

STEEL STEAMER OR MOTORSHIP.

-6 OCT 1958

Received at London Office

DISCLOSED

SECTION

No. 949

F.E. FROM ACCTS. 7/10

F.E. FROM ADMIN/F 10/10

PLANS RECD. 14/10

CERT. RECD.

TO RPT. DEPT.

DISCLOSED
SECTION

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.

Port of Yokohama

No. 2711

Date of completion of report 14/10/58

Survey held at Yokohama

Date First Survey 21st October 1957Last Survey 9th August 1958

On the (State of Machinery fitted Aft and of Triple Screw)

Steel Single Screw Sinker "RIYADH MARU"

Machinery aft.

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

Full Scantling

State Type of Erections Forecastle & Poop.

TONNAGE under Tonnage Deck 67,793.585 M³

Do. of space or spaces between Tonnage Dk. and Upper Dk.

67,793.585 M³

Tonnage 26,034.19

Tonnage 16,070.87

MOULDED DIMENSIONS.

FEET

680'-0"

96'-0"

48'-6"

CLASS 100A1 State if with freeboard as condition of Class No.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 680.0

Breadth (greatest moulded) B 96.0

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1e) D 48.5

1st 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

Draught Moulded (Summer) 35'-11"

Built at Yokohama

Launched 16th May 1958. Yard No. 742

Builders Gsurumi Shipyard, Nippon Kokan K.K.

Owners Japan Petroleum Trading Co., Ltd.

Managers

(Where necessary to be entered in Reg. Book)

Residence

Port of Registry Tokyo

If surveyed while building, afloat, & in dry dock

Yes. Vessel drydocked 27th July to 1st August 1958.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	mm. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		mm. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships clear of Cargo Tanks			Bracket Floors, Frame	-	
" from Fr. 105	685	/	" " Reversed Frame	-	
" " in peaks	610	/	" " Vertical Struts	-	
FRAMING.			Centre Girder, depth and thickness amidships	1780 x 17	/
Frame Amidships, Angle, E or F	300 90 11/16	/	" " top Angles	E.W.	/
" " Extends up to	Upper deck	/	" " bottom Angles	E.W.	/
" " in way of For'd Bulk Tanks	Longitudinal	/	Side Girders, No. each side and thickness	3 at 14	/
Reversed Frame Amidships, Angle	framing	/	Margin Plate depth (excl. of flange) and thickness		
" " Extends up to			" " Vertical Angle to Tank side		
Depth of Framing Girder			Bracket abaft 1/2 len. from stem		
Frames in Uppermost Continuous 'tween			" " Vertical Angle to Tank side		
Decks, Angle, E or F			Bracket from forward 1/2 len. from stem to Panting Area		
" Second 'tween Decks, Angle, E or F			" " Gussets, spacing and scantling		
" Third " " " "			abaft 1/2 len. from stem		
from 1/2 len. for'd. to 15% len. from Stem			" " Gussets, spacing and scantling		
in Peaks, Angle or F	300 90 13/17	/	from forward 1/2 len. from stem to Panting Area		
meter and Spacing of Rivets through Frame and Shell Plating amidships	elec. welded	/	Tank Side Brackets, height above base line at toe of Frame and thickness		
if Frame Joggled	No.	/	INNER BOTTOM PLATING.		
the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	Yes	/	Breadth and thickness of Middle Line Strake	various 18	/
the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	Yes	/	Thickness of remainder in Holds	18 & 19	/
DOUBLE 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?	Yes	/
Frames, Depth and thickness at mid-line in Holds			BEAMS.		
Height of Brackets at side above base line at toe of frame			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	250 x 12	/
Middle Line Keelson, on Floors, Angles, E or F			" " in way of Bridge, Angle, E or F	200 90 3/4	/
" " Through Plate or Intercoastal Plate			Spacing	Every frame	/
" " Foundation Plate on Floors			Second Deck, amidships, Angle, E or F		
" " Flat Plate Keel Angles			Spacing		
Keelsons, No. each side			Third Deck, amidships, Angle, E or F		
" " thickness of Intercoastal Plate			Spacing		
" " Angles			Fourth Deck, amidships, Angle, E or F		
DOUBLE BOTTOM. (aft) in way of E.R.			Spacing		
Solid Floors, thickness and spacing	14 at every frame	/	Poop Deck, Angle, E or F	200 90 3/4	/
" " Are Frame and Reversed Frame joggled?	Floors E.W. to Shell & Tank Top	/	Spacing	Every frame	/
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, E or F		
" " breadth and thickness at margin plate			Spacing		
			Forecastle Deck, Angle, E or F	200 90 3/4	/
			Spacing	Every frame	/

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FORGINGS AND CASTINGS.

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"RIYADH MARU" TSURUMI YARD No. 742

= 6 OCT. 1958

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
	In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
	Diam. Ins.	Speng. Ins.	Inches.	Diam. Ins.	Speng. Ins.	Inches.		Number.	Diameter, Inches.			
of L, C or C												
Bridge 'tween Decks	380	100	13/20 I									
from Uppermost Continuous	250	12	8									
No. 1	250	90	13/16 I									
" 2	300	90	13/16 "									
" 3	"	"	"									
" 4	300	90	13/17 "									
" 5	360	100	5" FL. PL.									
" 6	380	100	5" "									
" 7	"	"	"									
" 8	Web 380 x 14	F.B. 150 x 19										
" 9	" 410 x 14	"										
" 10	" 440 x 14	"										
" 11	" 470 x 14	"										
" 12	"	"										
" 13	"	"										
" 14	"	"										
" 15	"	"										
" 16	"	"										
" 17	"	"										
" 18	"	"										
" 19	"	"										
" 20	"	"										
" 21	"	"										
" 22	"	"										
" 23	"	"										
" 24	"	"										
" 25	"	"										
" 26	"	"										
" 27	Longitudinal Bulkhead											
" 28	Web 470 x 14	F.B. 150 x 19										
" 29	"	"										
" 30	"	"										
" 31	"	"										
" 32	"	"										
" 33	"	"										
" 34	"	"										
" 35	Centre girder											
" of Amidships	Bottom 810											
" of Ends	Side 710 to 915											
Tank Top Longitudinals												
Bottom												
Longitudinals	Amidships											
	At ends...											
Transverses.												
(Depth and Thickness												
Face Angles												
Lugs to Shell*												
(Depth and Thickness	1450 x 12.7											
Face Angles	160 x 12.7											
Lugs to Shell*	Welded											
(Depth and Thickness	1780 x 12.7											
Face Angles	160 x 12.7											
Lugs to Shell*	Welded											
" " Back Bars	-											
Brackets	-											
Transverse Frames	3,000											
if joggled or liners.												
Bridge Deck												
Upper	380	100	13/20 I									
Second												
Third												
Any from Plans												
Transverse Beams.												
Plate, mm												
Face Angles, mm												
Any departure from Approved Plans to be Noted.												
1170 x 11.5	230 x 11.5											
1170 x 11.5	160 x 11.5											
centre Tank.												
Side Tank.												

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.

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Lloyd's Register Foundation

0026 3

Character assigned

+180A1 Oil Tanker

EQUIPMENT No. 99273.53

LETTER.....S

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.				
12508	1st Bower	152	2	1	Blockless			86	15	0	0	145½	Latent Improve Halli Type	Tokyo steel casting Co. Ltd.	Tokyo 3/4/88 D. OGATA
12509	2nd "	153	1	27	"			86	15	0	0		"	"	" " "
12510	3rd "	151	3	19	"			86	15	0	0		"	"	" " "
	Collective weight	457	3	19							436½			" " "	
	Stream														

CHAIN CABLES.

umber of ificate.	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.						
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.			Per Rule.	Length.					Diam.	Fathoms		Ins.	Cir.	Fathoms	Ins.			
					Kgs.	Kgs.	Kgs.														Cir.	Cir.	Cir.
48733	611.380	(82)	229930	319100	93,947		15044	330	(3)	Special c.s. Coaka chain Stud Link machinery mfg. Co., Ltd.	Oreka 9/11/59 M. Sugihara 21/11/59 588/3/58 H. Nishiyawa 11/3/58	TOWLINE	290	8	216500	150	7½						
Stream in or Wire	/	/	/	/	/	/	/	/	/	/			HAWERS & WARPS } (Manila Ropes)	230	85%	49210	120	9					
														230	85"	49140	120	9					
														230	85"	49210	120	9					
														230	85"	49140	120	9					
														230	85"	49210	120	9					

Steering Gear, Type (Power or hand) Electro-Hydraulic Alternative Means of Steering Duplicate pumps.

Steering Chains (Size and Test) None Windlass Steam 3- Steel life boats
Boats @ 7.32 x 2.39 x 0.96 33 persons

Plating in Holds, thickness and material — Cargo Battens, thickness, material and spacing 1- Steel band propelled life boat.
7.32 x 2.40 x 0.95 32 persons.

Cargo Hatchways.—(Upper Deck) None 1200 dia coaming 825 x 12 in/m Thickness of Hatches 12.7 in/m steel

Size of Hatchways No. 1 (Fwd.) — No. 2 — No. 3 — No. 4 — No. 5 — No. 6 —

umber of Shifting Beams }
and/or Fore and Afters }

See Yokohama
Swing's letter dated 17/12/88

Builder's Signature H. Asamura
VICE DIRECTOR

GENERAL 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. Yes,
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. — The positions in which oil is carried as fuel or cargo should
be 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's Rules and Regulations and Secretary's
orders. The scantlings and arrangements of the ship are as given in the report and as shown and amended on the
approved plans, now forwarded. All modifications or additions to the original approved arrangements made during construction
have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to,
the Rule requirements. The plans of midship section and profile and decks showing ship as built, now forwarded
herewith, have been checked with the approved arrangements and found in order. The quality of materials and
workmanship is good. The forward and after peak tanks, Deep tanks, Double bottom tanks, Oil fuel
tanks, Cofferdams and Pump rooms have been satisfactorily tested to the Rule requirements, W.T.
bulkheads and decks (clear of tanks), skylights, hatches, W.T. Doors and Side scuttles have been
satisfactorily hose tested. The steering gear and Windlass have been satisfactorily tested under working condition.
The freeboard has been assigned by Nippon Kaiji Kyokai, authorized by Japanese Government, marked and
painted on the ship's sides, Summer 3869mm from top of steel upper deck.

AS PER FEE SCALE
LESS Sp. REBATE
amount of Entry Fee. $\text{¥} 5,900.00 -$
 $\text{¥} 1,966.00 -$
 $\text{¥} 3,934.00 -$

Special Survey Fee..... £ : :

Travelling Expenses, if any $\text{¥} 15,000 -$

whether the Vessel has been built under Special Survey..... Yes

cate to be sent to..... XKa

Date of issue. 28 NOV 1958

Fees applied for, SEP. 22, 1958

Received by me, 19

We are of opinion the Vessel should be Classed $\text{I} 100 \text{A1}$ carrying Petroleum in bulk.

Signature Hakano
Surveyor to Lloyd's Register of Shipping

TUESDAY 1 NOV 1958

Committee's Minute ✓ TUESDAY 11 NOV 1958

Character assigned +180A1 Oil Tanker.

LACP. DS 8.58

+LMC

ES
MBS
SGS
OF
TS-CL } 8.58

Noted for Header

NOTED FOR POSTING HW

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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, forwarded herewith :-

As Built
Midship section.
Construction profile & Decks.
Shell expansion.
Framing.
Rudder.
Stem.
Stern frame.
W.T. Bulkheads.
General arrangement.
Capacity plan.
Pumping plan.
Location of P.403 Steel.

As Approved
Midship section.
Construction profile & Decks.

not bulged
as fitted

Following casting & forging certificate copies accompany this report:-
Stern frame, Rudder stock, Tiller and Rudder Casting at top and bottom.

The following parts of the vessel have been constructed of material in accordance with P403 of the Rules:
Keel, Bottom shell and Bilge strakes for .5L amidships, sheer strake, upper deck stringer & deck plating within poop to .5L forward.

This vessel is also classed with Nippon Kaiji Kyokai

PARTICULARS OF ELECTRIC WELDING (if employed) All parts are welded except following which are riveted :-
Upper deck stringer plate, seam of 4th & 5th strakes of upper deck plating, stringer angle, sheer strake, beams of shell plating "C"- "D", "F"- "G" & "H"- "J", machinery casing ground bar, Poop side to sheerst near break, stern frame to shell plating

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

Longitudinal framing, Part elect. Welded, Radar, D.F. GYRO,
Echo sounder, Lloyd's A & CP.

RADAR Equipment (State if fitted) Yes.

State Type or Pattern No. TYPE ML-3

State Name of Maker and/or Supplier Kyoritsu Denpa K.K.

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

1st Bower	97-2-23	/ D.O.	No. Y. 12505	25/3/58.
2nd "	98-1-5	/ D.O.	No. Y. 12506	25/3/58.
3rd "	97-2-1	/ D.O.	No. Y. 12507	28/3/58.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 136.2 ft., R.Q.D. — ft., Bridge — ft., Forecastle 80.0 ft. (in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 81060 Signal Letters J K E N. Extreme Breadth over Belting 96.4 ft. Over-all Length 710.2 ft. (Circ. 1611) (Circ. 1703)

No. and Material of Decks One - steel Rise of floor 3 1/16" /

Parts of Bottom of Vessel coated with cement or approved composition —

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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank, (B.W.)		
Double bottom, under Engines and Boilers,			After peak tank, (B.W.)		
Double bottom, if under Engines only,			Deep tank, aft, No. 1 (B.W.)		
Double bottom, if under Boilers only,		FW	Deep tank, forward, No. 2 (B.W. or B.W.)		
Double bottom, forward,			Other tanks, if fitted, Side tanks under machinery space		
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)		

Order for Special Survey No. —

Date —

Dates of Surveys held while building

K.N. :- 1958-Feb. 10, 12, 13, 14, 15, 17, 18, 20, 21, 24, 26, 27, 28, Mar. 3, 5, 8, 10, 12, 14, 15, 17, 19, 20, 24, 25, 26, 29, Apr. 10, 11, 12, 14, 15, 16, 17, 18, 19, 23, 24, 25, 26, 30, May, 7, 8, 9, 13, 16, 27, 28, July, 24, 27.
T.M.G.J. 1957: Oct. 21, Nov. 1, 5, 1958: FEB. 5, 6, 8, 11, MAR. 11, AUG. 6
DSM. 1958: JULY 25
RRH. 1958: AUG. 9

Total No. of Visits —