

DISCLOSED  
SECTION  
No. 1020

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23 FEB 1960

Rpt. 1

Port Nagasaki

No. FE1053

Date of completing report 20th Dec., 1959

When handed in at Local Office

Received London

Survey held at Sasebo, Japan

First Visit 23rd Dec., 1958

Last Visit 8th December, 1959

No. of Visits

52

F.E. FROM ACCTS.	25/2
F.E. FROM ADMIN/F	
PLANS RECD.	22/2
CERTS. RECD.	22/2
TO RPTS. DEPT.	26/2

# FIRST ENTRY SHIP REPORT

ON THE SS/MS "ORIENTAL GIANT"

Has Report been sent on (1) Freeboard of Ship?

Yes, C11 only ✓

(2) Machinery?

Yes, Now. ✓

(Rpt. C11 & Rpt. C11 (Comp.) are to be forwarded in advance when freeboards are assigned by the Society. In cases where freeboards are assigned by another Authority or when ships are exempt from Load Lines, Rpt. C11 only need be forwarded).

Type of Ship Full scantling suitable for a summer moulded draft of 43.50 ft. from top of keel

Is machinery fitted aft?

Yes ✓

Length (D 201 of Rules)\* 803.80 ft. ✓

Built at Sasebo, Japan

Breadth (D 202 of Rules) 107.94 ft. ✓

Launched 31st August, 1959

Yard No. 200

Depth (D 203 of Rules) 60.69 ft.

Builders Sasebo Ship Industry Co., Ltd.

Draught (summer moulded) (D 204 of Rules) 44.71 ft.

Deck Factor "F" excluding d<sub>t</sub> See Ship Research

Owners Tanker Services, Incorporated, Liberia

" " "F" including d<sub>t</sub> Sp. Endorsement

Address

Gross tonnage 43422.88 tons dated 16/3/60

Managers

Net tonnage 29739 tons

Address

Official number 1453

Port of Registry Monrovia

Signal letters 5MCF

Date of last survey in drydock 22nd November, 1959

## GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters?

Yes ✓

Have the scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans or with equivalent arrangements? Yes ✓

Have any modifications and/or additions to the original approved arrangements made during construction, been indicated in ink of a distinctive colour other than red on the approved plans now forwarded, and approved locally as being in accordance with or by standards equivalent to Rule requirements? Yes

If separate plans of midship section and profile and decks showing the ship as built are forwarded, have they been checked with the approved arrangements and found in order? Yes ✓ Certified Plans

Are the materials and workmanship satisfactory? Yes, (Materials tested by the Rules of the American Bureau of Shipping)

Have the freeboards been satisfactorily marked on the ship's sides and verified? Yes ✓

**BUILDER'S DECLARATION** : To the best of my knowledge the ship has been built in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping.

for M. Nagata

Builder's Signature

FEES, etc.

Special Survey fee See Sp. Letter 20/1/60 ¥6,947,500

Travelling expenses

Late attendance fees

Fees applied for Received

Classification Certificate to be sent to Nagasaki Office

Date of issue 12.4.60

Has an Interim Certificate been issued? Yes

This Ship in my opinion is eligible to be classed:— 100A1 Oil Tanker (Special notations where part of class to be stated) with Notation to the Register Book

"Longitudinal Framing" "Part Electrically Welded"

Signature

S. Nojima

Surveyor(s) to Lloyd's Register of Shipping

For T.M.G. Jobling & G.M. Kersey & myself

Committee's Minute

FRIDAY 25 MAR 1960

Character Assigned

100 A1

Oil Tanker

DS 11.59

LMC

ES

MBS

SGS

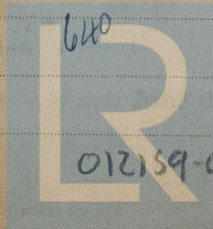
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## STEEL

Manufacturer's Name and/or Trade Mark of the steel used in the construction of the ship:—

Plates:— Japan Steel Works, Ltd., Muroran Plant. Yawata Iron and Steel Co., Ltd.

Sections:— Yawata Iron &amp; Steel Co., Ltd.

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? ☒ Tested in Accordance with the A.B. Rules.Process of manufacture (e.g. Open hearth, electric furnace, etc.) ☒ Open Hearth Process

Particulars of Special Quality Steel used Class C of the hull steel tested by the Rules of the American Bureau  
(Advice notes to be forwarded separately with plan showing disposition of these plates)  
of Shipping used on the shell, upper deck and longitudinal bulkheads as indicated on the  
plans attached.

Keel, skin shell plating & bilge strakes for 1/2L amid  
upper deck plating, stringer plate, sheerstrake, & strake below sheerstrake, from  
within prop to 1/2L fwd  
Sap & bottom strakes of longitudinal bulkheads.

## ELECTRIC WELDING

Parts of main structural importance electrically welded except shell seams of sheer strake to adjacent strakes, bilge  
strake to adjacent above & below strakes, bottom shell, A to B, D to E strakes, upper deck  
plating Nos.1 to 2, Nos.3 to 4 strakes from outboard, stringer connection to the sheer strake  
and sundry minor connections.

Parts examined by radiography During construction with satisfactory results..

Were the electrodes used of types approved by the Committee?

Yes ☒

## FORGINGS, CASTINGS AND FABRICATED PARTS

ITEM	FORGING, CASTING OR FABRICATED (Certificates to be forwarded)	MAKER'S NAME
Stem bar	Fabricated Plate Stem	
Shaft brackets	-	
Sternframe	C.S. tested by A.B.	Mitsubishi Steel Mfg.Co.,Ltd. Nagasaki, Japan <input checked="" type="checkbox"/>
Frame		
Rudder <del>mounting</del>	C.S. tested by A.B.	Mitsubishi Steel Mfg.Co.,Ltd. Nagasaki, Japan <input checked="" type="checkbox"/>
Rudder head	F.S. Tested by A.B.	Kawasaki Steel Corp., Hyogo Works, Japan <input checked="" type="checkbox"/>
Quadrant		
Tiller	F.S. tested by A.B.	The Dennystown Forge Co., Ltd., Durbarton <input checked="" type="checkbox"/>

Each a copy of A.B. certificates for the above castings and forgings attached.

## GENERAL PARTICULARS

Steering gear (Type & Maker) Electric Hydraulic ☒ Auxiliary steering gear 2-Independent sets of Motor & Pump  
J.Hastie & Co.,Ltd. Greenock

Steering chains (Size &amp; test) - Windlass (Type &amp; Maker) Steam, Utani Heavy Ind., Hiroshima

Ceiling in holds (Material &amp; thickness) - Are cargo battens fitted in holds? - in 'tween decks? No

Parts of bottom plating on which cement or an approved composition is laid (if fitted):— ☒ Yes ☐ ?

Particulars of composition (if any):— Cement

Insulated cargo compartments (if any):— None

Parts of structure of material other than steel (if any):— None

If mechanical ventilation is fitted, state in which cargo spaces:— None

If cathodic protection is fitted, state in which tanks:— Nos.1,5,9 and 13 inboard cargo oil tanks P & S side,  
Nos.2,4,6 outboard cargo oil tank P & S side.

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## ANCHORS

Number

Letter

[illegible]

## CHAIN CABLES

[illegible]

Are joining shackles of the lugless type fitted?

Yes

## TOWLINE AND MOORING ROPES

## CAST STEEL ANCHOR HEAD DROP TEST

Item	Supplied		Breaking Test	Rule		Maker's Name	Certificate number	Weight (to include pins, etc.)	Surveyors' Initials	Date of Test
	Length	Circ.		Length	Circ.					
	Fathoms or Meters	Ins. or mm.	Tons or Kilos	Fathoms or Meters	Ins. or mm.	Bower (1) ) Tokyo Steel	) Tested and Certificates issued by A.B.			
						) Casting Co., Ltd.				
						) Tokyo				
Towline	160	7 7/8	150	8		Bower (2) )				
						)				
						Bower (3) )				
						)				
Mooring	218	3 1/2	120	3 1/2		Stream -				
Ropes	120	10	120	10						

**PARTICULARS FOR REGISTER BOOK (feet & inches)**

Moulded length (see Key to Register Book) 803'-10" ✓ Moulded breadth 107'-11" Moulded depth 60'-8"

Number and material of decks ..... One (1) Steel ✓

Length of Poop 144.6' ✓ R.O.D. - Bridge 41.8' Fo'cle 104.7' Trunk -

Overall length  $849' - 8\frac{7}{8}"$  ✓ Extreme breadth  $108' - 4\frac{11}{32}"$  ✓ Rise of floor  $4\frac{1}{8}"$  ✓

Is ship of O.S.D. Type? No ☒ Is ship of C.S.D. Type? No ☒ Is duct keel fitted? No ☒

Is longitudinal framing fitted? (state where) Yes ✓

Is strengthening for navigation in ice fitted? (state class) No ☒

Is additional strengthening for heavy cargoes fitted? No ☒

Is the ship (if not a motorship) fitted for the carriage and burning of oil as fuel? Yes ✓

Is the ship (if not an oil tanker) fitted for carrying oil as cargo? \_\_\_\_\_ and if so state where, together with the flash point where required.

Watertight and/or Oiltight Bulkheads (state number required by Rules) ✓✓✓✓✓

Bulkheads in ship extending to Upper deck or frame numbers: (Fr. Nos. 13, 56-60, 64-65, 66, 73, 81, 89) (21) 12

Three Longl. O.T. Bhd. (side) 69, 77, 85, 93, 101, 109, 117, 133 (inboard only)

Is ESD fitted?	Yes	Is ESD fitted?	Yes	Is Position Fixing Device fitted?	Yes
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Is DE fitted?	Yes	Is Submarine Signalling apparatus fitted?	No
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Yes  
No  
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## CAPACITIES OF TANKS (35 c.f. per ton) (Capacity Plan to be forwarded)

(O.F. or F.W. ONLY to be inserted against tanks used exclusively for oil fuel or fresh water)

Double bottom tanks:— No. 1 (F.W.) ✓ No. 2 (F.W.) ✓ No. 3 — No. 4 — No. 5 — No. 6 —  
 in Eng. Room No. 7 — No. 8 — No. 9 — No. 10 — No. 11 — No. 12 —

Fore peak tank 1,310.1 Tons ✓ After peak tank 344.9 tons ✓ Midship deep tank —  
 Deep tank aft (O.F.) ✓ Deep tank fwd. No. 1 1,875 T. Wing (P) 1,412 T. ✓  
 No. 2 2,008 T. Wing (S) Topside tanks —  
 1,412 T. ✓

Tanks at sides of tunnel — Tanks in way of tunnel — Deck tanks in way of Eng. Rm. aft. (F.W.) ✓

Side tanks — Wing tanks in way of Eng. Rm. (O.F.) ✓ Other tanks None

If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:—

## GENERAL REMARKS

Names and yard numbers of sister or similar ships to be stated below. Numbered list of "Approved" and "As Built" plans to be given below or furnished separately (Port, Report Number, Builders' Name and Yard Number, Name of Ship and title of plan in English to be stated on outside of all plans folded to a maximum size of 11" × 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

Similar or sister ship:— None

"Approved plans" forwarded

(1) Midship Section ✓ (2) Construction of Profile &amp; deck plans (3-sheets) ✓

"As Built Plans" forwarded

(1) Midship Section ✓

(2) Construction of Profile &amp; Deck Plans (2-sheets) ✓

(3) Shell expansion ✓

(4) Bulkheads (2-sheets) ✓

(5) Rudder ✓

(6) Stern frame ✓

(7) Double bottom (2-sheets) ✓

(8) Bow construction (2-SHEETS) ✓

(9) Stern construction (4-SHEETS) ✓

(10) Capacity plan ✓

(11) AB-C Plate Diagram ✓

## SPECIAL FEATURES

The steel, so far as the hull is concerned, has been manufactured at an approved works and tested by the American Bureau of Shipping.



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