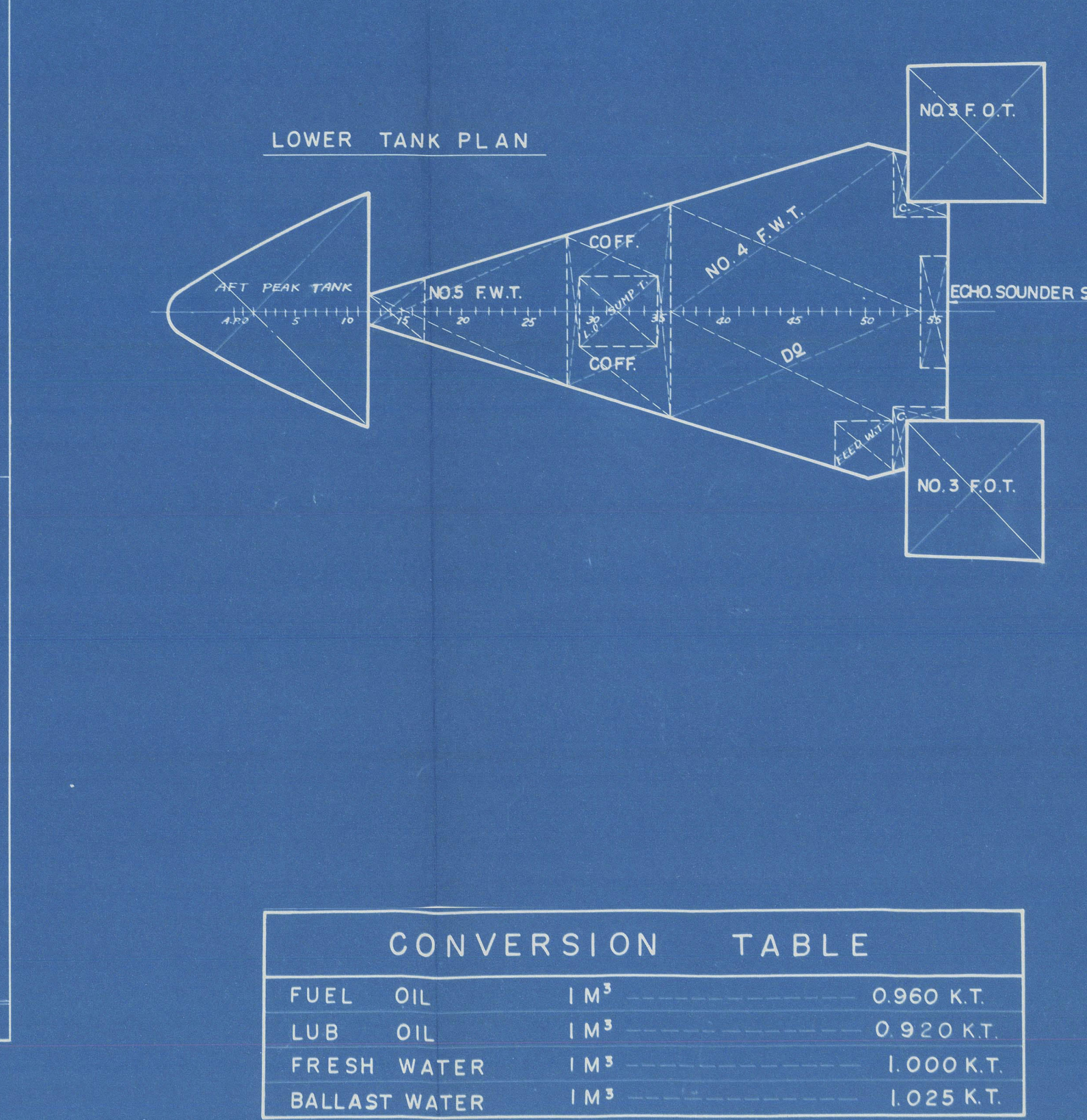
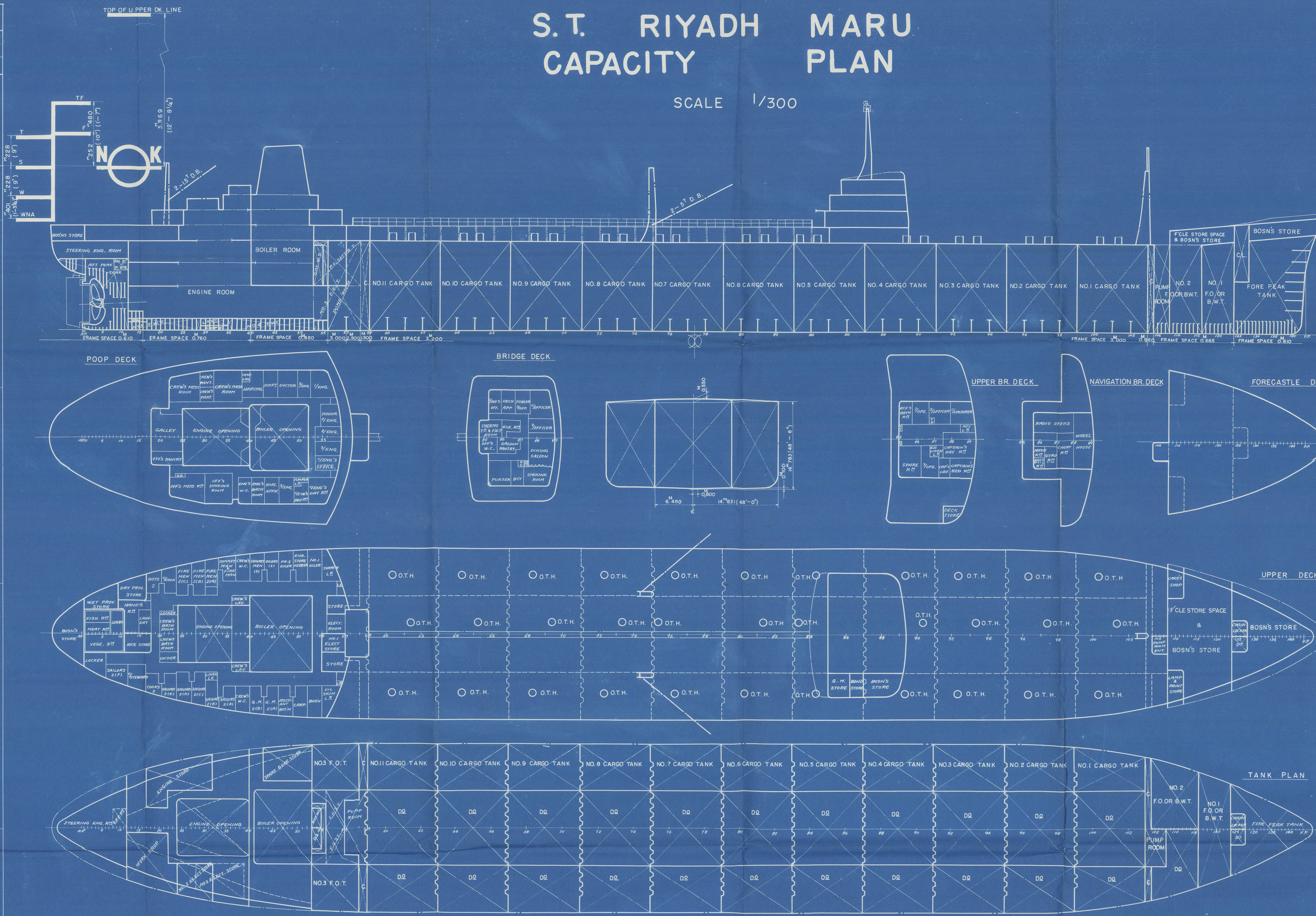


DEAD WEIGHT SCALE									
FREE-BOARD		DISPLACEMENT		DRAFT		DEAD-WEIGHT		M.T.C.	
F.T.	M.	K.T.	L.T.	F.T.	M.	K.T.	L.T.	K.T. - M.	K.T.
11		57,000	56,000	36		45,000	44,000		740
12		56,000	55,000	37		44,000	43,000		730
13		55,000	54,000	38		43,000	42,000		720
14		54,000	53,000	39		42,000	41,000		710
15		53,000	52,000	40		41,000	40,000		700
16		52,000	51,000	41		40,000	39,000		690
17		51,000	50,000	42		39,000	38,000		680
18		50,000	49,000	43		38,000	37,000		670
19		49,000	48,000	44		37,000	36,000		660
20		48,000	47,000	45		36,000	35,000		650
21		47,000	46,000	46		35,000	34,000		640
22		46,000	45,000	47		34,000	33,000		630
23		45,000	44,000	48		33,000	32,000		620
24		44,000	43,000	49		32,000	31,000		610
25		43,000	42,000	50		31,000	30,000		600
26		42,000	41,000	51		30,000	29,000		590
27		41,000	40,000	52		29,000	28,000		580
28		40,000	39,000	53		28,000	27,000		570
29		39,000	38,000	54		27,000	26,000		560
30		38,000	37,000	55		26,000	25,000		550
31		37,000	36,000	56		25,000	24,000		540
32		36,000	35,000	57		24,000	23,000		530
33		35,000	34,000	58		23,000	22,000		520
34		34,000	33,000	59		22,000	21,000		510
35		33,000	32,000	60		21,000	20,000		500
36		32,000	31,000	61		20,000	19,000		490
37		31,000	30,000	62		19,000	18,000		480
38		30,000	29,000	63		18,000	17,000		470
39		29,000	28,000	64		17,000	16,000		460
40		28,000	27,000	65		16,000	15,000		450
		27,000	26,000	66		15,000	14,000		440
		26,000	25,000	67		14,000	13,000		430
		25,000	24,000	68		13,000	12,000		420
		24,000	23,000	69		12,000	11,000		410
		23,000	22,000	70		11,000	10,000		400
		22,000	21,000	71		10,000	9,000		390
		21,000	20,000	72		9,000	8,000		380
		20,000	19,000	73		8,000	7,000		370
		19,000	18,000	74		7,000	6,000		360
		18,000	17,000	75		6,000	5,000		350
		17,000	16,000	76		5,000	4,000		340
		16,000	15,000	77		4,000	3,000		330
		15,000	14,000	78		3,000	2,000		320
		14,000	13,000	79		2,000	1,000		310
		13,000	12,000	80		1,000	0		300
		12,000	11,000	81		0	0		290
		11,000	10,000	82		0	0		280
		10,000	9,000	83		0	0		270
		9,000	8,000	84		0	0		260
		8,000	7,000	85		0	0		250
		7,000	6,000	86		0	0		240
		6,000	5,000	87		0	0		230
		5,000	4,000	88		0	0		220
		4,000	3,000	89		0	0		210
		3,000	2,000	90		0	0		200
		2,000	1,000	91		0	0		190
		1,000	0	92		0	0		180
		0	0	93		0	0		170
		0	0	94		0	0		160
		0	0	95		0	0		150
		0	0	96		0	0		140
		0	0	97		0	0		130
		0	0	98		0	0		120
		0	0	99		0	0		110
		0	0	100		0	0		100



CONVERSION TABLE			
FUEL OIL	1 M ³	0.960 K.T.	
LUB. OIL	1 M ³	0.920 K.T.	
FRESH WATER	1 M ³	1.000 K.T.	
BALLAST WATER	1 M ³	1.025 K.T.	

CARGO OIL TANK CAPACITY									
I.T.E.M.	SIDE FRAME	VOLUME		S.W.	VOLUME (GROSS)		C.G. IN M.	M.	KG
		M ³	FT ³		M ³	FT ³			
NO.1 CARGO TANK	P&S 99 ~ 103	2X11,145	2X30,358	2X7,009.4	2X1,142.4	2X1,092.2	2X3,857.1	2X6,889.2	70.83 77.9
	C "	23,815	80,983	14,606.6	2,370.5	2,075.1	80,343	143,098	70.97 77.5
NO.2 CARGO TANK	P&S 95 ~ 99	2X1,385.6	2X48,992	2X3,714.5	2X1,420.2	2X1,357.9	2X4,793.3	2X8,540.3	59.16 77.2
	C "	23,553	83,127	14,804.4	2,412.7	2,306.8	81,464	143,508.2	59.05 76.5
NO.3 CARGO TANK	P&S 91 ~ 95	2X1,437.0	2X50,747	2X3,937.7	2X1,472.9	2X1,409.3	2X4,975.2	2X8,857.1	46.98 76.0
	C "	23,553	83,127	14,804.4	2,412.7	2,306.8	81,464	143,508.2	47.05 76.5
NO.4 CARGO TANK	P&S 87 ~ 91	2X1,440.3	2X50,864	2X3,958.5	2X1,476.3	2X1,411.5	2X4,984.7	2X8,877.4	34.99 75.9
	C "	23,553	83,127	14,804.4	2,412.7	2,306.8	81,464	143,508.2	35.05 76.5
NO.5 CARGO TANK	P&S 83 ~ 87	2X1,440.3	2X50,864	2X3,958.5	2X1,476.3	2X1,411.5	2X4,984.7	2X8,877.4	22.99 75.9
	C "	23,553	83,127	14,804.4	2,412.7	2,306.8	81,464	143,508.2	23.05 76.5
NO.6 CARGO TANK	P&S 79 ~ 83	2X1,440.3	2X50,864	2X3,958.5	2X1,476.3	2X1,411.5	2X4,984.7	2X8,877.4	10.99 75.9
	C "	23,553	83,127	14,804.4	2,412.7	2,306.8	81,464	143,508.2	11.05 76.5
NO.7 CARGO TANK	P&S 75 ~ 79	2X1,440.3	2X50,864	2X3,958.5	2X1,476.3	2X1,411.5	2X4,984.7	2X8,877.4	1.01 75.9
	C "	23,553	83,127	14,804.4	2,412.7	2,306.8	81,464	143,508.2	0.95 76.5
NO.8 CARGO TANK	P&S 71 ~ 75	2X1,440.3	2X50,864	2X3,958.5	2X1,476.3	2X1,411.5	2X4,984.7	2X8,877.4	13.01 75.9
	C "	23,553	83,127	14,804.4	2,412.7	2,306.8	81,464	143,508.2	12.95 76.5
NO.9 CARGO TANK	P&S 67 ~ 71	2X1,464.4	2X51,715	2X3,921.0	2X1,501.0	2X1,435.1	2X5,068.1	2X9,025.8	25.11 75.8
	C "	24,18.6	85,412	15,211.3	2,479.1	2,370.2	83,704	149,906.9	25.11 76.5
NO.10 CARGO TANK	P&S 63 ~ 67	2X1,433.5	2X50,623	2X3,905.7	2X1,469.3	2X1,404.8	2X4,981.1	2X8,855.2	37.20 76.1
	C "	23,553	83,127	14,804.4	2,412.7	2,306.8	81,464	143,508.2	36.95 76.5
NO.11 CARGO TANK	P&S 59 ~ 63	2X1,364.4	2X48,183	2X3,581.1	2X1,398.5	2X1,337.1	2X4,721.9	2X8,408.4	45.09 77.4
	C "	23,457	82,838	14,752.8	2,404.3	2,298.8	81,181	14,457.9	45.95 76.5
IN PIPE LINE		78.1	2,758	491.2	80.1	76.5	2,703	481.1	7.92 26.0
TOTAL		36,795.9	130,763	352,213.1	58,216.2	55,660.8	1,965,647	3,500,683	

TANK CAPACITY									
I.T.E.M.	FRAME	VOLUME		F.W.	S.W.	L.O.	FUEL OIL		C.G. IN M.
		M ³	FT ³				M ³	FT ³	
FORE PEAK TANK	124 ~ 126	1,161.2	41,007	1,161.2	1,161.2	1,161.2	1,161.2	41,007	70.83 77.9
NO.1 F.O. B.W.T.	116 ~ 124	1,161.2	41,007	1,161.2	1,161.2	1,161.2	1,161.2	41,007	70.83 77.9
NO.2 F.O. B.W.T.	104 ~ 116	1,161.2	41,007	1,161.2	1,161.2	1,161.2	1,161.2	41,007	70.83 77.9
NO.3 F.O. B.W.T.	92 ~ 104	1,161.2	41,007	1,161.2	1,161.2	1,161.2	1,161.2	41,007	70.83 77.9
NO.4 F.W.T.	53 ~ 58	2X3,714.5	2X10,324	2X3,714.5	2X3,714.5	2X3,714.5	2X3,714.5	2X10,324	59.16 77.2
NO.5 F.W.T.	12 ~ 28	74.5	2,631	74.5	74.5	74.5	74.5	2,631	10.99 75.9
F.O. SET T (P&S)	53 ~ 58	2X3,714.5	2X10,324	2X3,714.5	2X3,714.5	2X3,714.5	2X3,714.5	2X10,324	59.16 77.2
L.O. SUMP T.	29 ~ 35	15.6	551	15.6	15.6	15.6	15.6	551	81.31 124
DISTILLED W.T. (P&S)	53 ~ 58	2X3,714.5	2X10,324	2X3,714.5	2X3,714.5	2X3,714.5	2X3,714.5	2X10,324	63.75 109.0
FEED W.T.	48 ~ 52	10.8	381	10.8	10.8	10.8	10.8	381	66.93 113
AFT PEAK TANK	AE ~ 12	216.6	7,649	216.6	216.6	216.6	216.6	7,649	99.15 97.8
TOTAL		7,232.2	255,402	718.9	4,755.0	14.4	5,229.7	184,685.2	50,204

GENERAL	
OWNER	NIPPON YUSHUTSU SEKIYU CO. LTD.
BUILDER	TSURUMI SHIPYARD N.K.K.
DATE OF KEEL LAID	FEB. 12 TH 1958
LAUNCHING	MAY 16 TH 1958
DELIVERY	AUG. 9 TH 1958
OFFICIAL NUMBER	81060
SIGNAL LETTER	JKEN
PORT OF REGISTRY	YOKOHAMA
CLASSIFICATION	N.K. NS* (TANKER) 11M5*
PLYING LIMIT	OCEAN GOING
CRUISING RANGE (AT SERVICE SPEED)	21,770 N.M.
CRUISING DAY	54 DAYS
SPEED (KNOTS)	TRIAL 17.80 SERVICE 16.60

PRINCIPAL PARTICULARS	
HULL	PART
LENGTH OVER ALL	216M454 (710'-2 1/2")
BETWEEN PERPENDICULARS	207M264 (680'-0")
REGISTERED	208M82
BREADTH (MOULDED)	28M261 (92'-0")
DEPTH (MOULDED)	14M783 (48'-6")
DESIGNED LOAD DRAFT (MOULDED)	10M935 (35'-10 1/2")
MACHINERY	PART
MAIN ENGINE	ISHIKAWAJIMA DOUBLE REDUCTION
CROSS COMPOUND IMPULSE TURBINE 1 SET	
MAX. DESIGNED	17,500 S.H.P. X 105 R.P.M.
NORMAL SERVICE	15,750 S.H.P. X 101.2 R.P.M.
MAIN BOILER	TSURUMI SHIPYARD N.K.K.
2 DRUM MARINE WATER TUBE BOILER 2 SETS	
STEAM PRESS. & TEMP.	42.2 MPa/454.4 °C
PROPELLER	AEROFOIL SECTION 5-BLADED
SOLID CAST TYPE	
DIA. 6M800 PITCH 3M320	

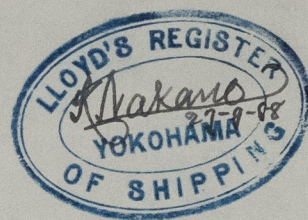
TONNAGE			
I T E M	J A P A N	P A N A M A C A N A L	S U E Z C A N A L
GROSS TONNAGE	26,034.19	26,293.17	26,459.49
NET TONNAGE	16,070.87	20,001.52	20,900.31

★ S.S. RIYADH MARU
as Built

YKA.F.E. Rpt. No. 2711

RECORDS DEPT.
LONDON.

10



Capacity plan



012744-012751-0004

Lloyd's Register
Foundation