

013639 - 013642 - 0232 1/3

PILLARS AND DECKS.

		IN INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.			IN INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows in DRY CARGO HOLD							
"	in 'tween Decks, Size and Spacing	One		Stringer Plate, breadth and thickness in way of Bridge			
"	" " " "	widely spaced		Thickness of Plating abreast Deck openings in way of Wells			
"	" " " "	as		Thickness of Plating abreast Deck openings in way of Bridge			
"	in Holds " " "	approved		Thickness of Plating within line of openings			
LONGITUDINAL " " " " Centre-Line Bulkheads in Cargo Tanks		Corrugated horizontally with 3 vertical webs spaced 3040 as approved		If Sheathed, material and thickness			
Stiffeners and Spacing		14 to 11		Third Deck.			
Plating, thickness of				Stringer Plate, breadth and thickness			
STRINGERS AND DECKS.				If Plated, state thickness			
Uppermost Continuous Deck.				Fourth Deck.			
Stringer Plate, breadth and thickness in Wells		1900 x 26	Appr. 24	Stringer Plate, breadth and thickness			
" " " " in way of Bridge		1900 x 32	Appr. 28	If Plated, state thickness			
" Angle in Wells (fitted internally)		200 x 200 x 25		Poop Deck.			
Thickness of Plating abreast Deck openings in way of Wells				Stringer Plate, breadth and thickness		1400 x 12 to 8	
Thickness of Plating abreast Deck openings in way of Bridge		23		Plating, Sheathing, material and thickness		8; Pine 65	
Thickness of Plating within line of openings				Bridge Deck.			
If Sheathed, material and thickness		-		Stringer Plate, breadth and thickness		1800 x 9	
Second Deck.				Plating, Sheathing, material and thickness		8; Pine 65	
Stringer Plate, breadth and thickness in Wells		-		Forecastle Deck.			
				Stringer Plate, breadth and thickness		1800 x 10	
				Plating, Sheathing, material and thickness		9 (12 under wind)	

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	Upper EDGES			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED LAP.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
Flat Plate Keel	1600	29	29	29		Welded	-	-				
" Dblg. (if any)	-	-	-	-		-	-	-				
Bottom Plating, No. of Strakes	-	22	13.5	15.5		A to E - welded	-	-				
Bilge Plating, No. of Strakes	6 2000	22	13.5	15.5		F Double	25	95				
Side Plating, No. of Strakes	-	18.5	13.5	HJ 14 KL 13.5		Double	25	95				
Upper Deck, Sheer-strake in Wells	N 1800	28	14	13.5		Welded	-	-				
Upper Deck, Sheer-strake in Bridge	N 1800	28	-	-		-	-	-				
Strake below Sheer-strake in Wells	M 1800	18.5	13.5	13.5		Double	25	95				
Strake below Sheer-strake in Bridge	M 1800	18.5	-	-		Double	25	95				
Poop Side Plating	-	-	-	12		welded	-	-				
Bridge Side Plating	-	12	-	-		welded	-	-				
Forecastle Side Plating	-	-	12	-		welded	-	-				

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	13
" Deck next below	-
As per Rule	-

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar	None			
STEM	Plate			
STERN FRAME	Propeller Post	C.S.	Sumitomo	
	Rudder	-	M.T. Ltd	
Speed of Vessel		15.5 knots		
RUDDER—Type		Semi-balanced		
" A x D Total A		23.02 M ²		
" Diam. of head		F.S. 380 mm	Kobe Steel Works	
" Mainpiece at top pintle		C.S.	As appd	
" " heel		C.S.	As appd	
" how constructed		welded & riveted		
" double or single plate coupling, vertical or horizontal		double		
		Horizontal		

STIFFENERS.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks		300			
" " Second CARGO TANKS	13 to 11	corrugated vertically		3 Horizontal girders	
" " Third					
" " Holds					
COLLISION " (in Hold)	13.5 to 8	250 x 90 x 9/135	680	Stringers	
AFTER PEAK "	15.5 to 8	230 x 11 B.P.	700	approved	

STEEL.

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

Yawala; Fuji; Kawasaki; Nippon Koken; Japan Steel Works

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

"DAIKYO MARU"

Kobe F.E. Rpt No. 1691

PARTICULARS OF LONGITUDINAL FRAMING, AT BOTTOM & AT DECK IN CARGO TANKS

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. Inches.	Rivets in Brackets to Bulkheads.			
	Long. Mm	Long. Mm	Long. Mm	Long. Mm	Long. Mm	Long. Mm		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.		
L or C	Flanged plates scalloped													
Between Decks														
per most Continuous														
ge	No. 1	500 x 13	flanged	100										
	" 2	500 x 13	flanged	100										
	" 3	500 x 13	flanged	100										
	" 4	500 x 13	flanged	100										
	" 5	500 x 13	flanged	100										
	" 6	500 x 13	flanged	100										
	" 7	Bulkhead												
	" 8	500 x 13	flanged	100										
	" 9	500 x 13	flanged	100										
	" 10	500 x 13	flanged	100										
	" 11	500 x 13	flanged	100										
	" 12	500 x 13	flanged	100										
	" 13	500 x 13	flanged	100										
the girders	" 14	2200 x 13 with	550 x 25 face plate											
	" 15	-												
	" 16	-												
of (Amidships		750												
nal	At Ends	-												
ank Top Longitudinals														
Bottom														
Longitudinals	(Amidships													
	At Ends...													
Transverses.														
Depth and Thickness														
Face Angles														
Lugs to Shell*														
Depth and Thickness		1100 x 12 at bottom tapering to 900 x 12 at top												
Face Angles		150 flange above lower strut, 160 x 12 face plate below lower strut												
Lugs to Shell*		Welded direct												
Depth and Thickness		1300 x 12												
Face Angles		130 x 13 face plate												
Lugs to Shell*		Welded direct												
Back Bars		None												
Brackets		Brackets every third - full height x 400 x 11												
		Stiffeners 180 x 11 F.B. on remainder												
of Transverse Frames		3040												
ate if joggled or liners.														
Bridge Deck		250 x 12 B.P.												
Upper														
Second														
Third														

Electric welded

EQUIPMENT No. 64377

LETTER J + 2 1/2

ANCHORS.

30 NOV 1953

No. of Anchors.	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.			
7	1st Bower	104	0	2	Stockless			68	19	-	-	Hall's type	Kotko Seisa KK	Osaka 10/6/53
8	2nd "	104	0	25	do			68	19	-	-	do.	do.	do.
9	3rd "	104	0	21	do			68	19	-	-	do.	do.	do.
	Collective weight	312	1	20							311			
0	Stream	32	2	6	8	2	18	30	17	-	-	Admiralty pattern	do.	do.

CHAIN CABLES.

HAWSERS AND WARPS.

No. of Cables.	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.	
	Fathoms.	Diam.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	lbs.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
8	344.5	2 1/2	157 1/2	220 1/2	1092	1	17	1034	330	2 3/8	Osaka Chain & Mfg. Co.	Kaizuka 8/5/53	TOWLINE	137	6 1/2	131.9	130	6 1/2
										Cast Steel Link Special Steel	M. Nakayama, M. Sugihara, K. Kobayashi							
													HAWSERS & WARPS	125	10	Manila	120	8
														125	10	"	120	8
														125	10	"	120	8
														125	9	"	120	8
														125	9	"	-	-
														125	9	"	-	-
Stream or Wire	128.5	5 1/2		95.4					120	5 1/2	Leikoku Sangyo K.K.	Kaizuka 1/6/53						

ar, Type (Power or hand) Electro Hydraulic - 2 motor Alternative Means of Steering Manual

ains (Size and Test) None Windlass Steam Boats 4 steel lifeboats (incl. 1 motor)

dry cargo Holds, thickness and material none Cargo Batten, thickness, material and spacing none

hways. (Upper Deck) Strongly constructed of steel Thickness of Hatches O.T. covers 12 mm steel

dry cargo hatchway 2040 x 2000; 27 Oil hatches 780 mm diameter W.T. covers 10 mm steel stiffened.

hways No. 1 (Fwd.) No. 2 No. 3 No. 4 No. 5 No. 6

Shifting Beams None re and Afters

Builder's Signature Machikawa

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

whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo Tanker 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).

has been built under Special Survey in conformity with the Society's Rules and Regulations and surveyor's letters. The scantlings and arrangements of the ship as built are as given in the plans as shown and amended on the "Approved" and "As Built" plans now forwarded. All alterations or additions to the original approved arrangements made during construction have been noted on the plans and have been approved as being in accordance with or by standards to Rule requirements. The plans of Midship Section and Profile and Decks shewing the built have been checked with the approved arrangements and found in order. The weather decks clear of oil tanks, watertight bulkheads and watertight doors have been tested and found satisfactory. All cargo tanks, peak, double bottom and keels have been tested by a head of water as required by the Rules and found tight. Oil is carried in the forward deep tanks and in wing tanks at forward end of forepeak room. The requirements of Section 20 of the Rules for carrying oil fuel F.P. above 150°F have been complied with where applicable. The windlass and the main and auxiliary steering gear have been tried under working conditions and found satisfactory. The materials and workmanship are good. The freeboards assigned by the Japanese Government have been cut in and painted on the ship's sides and verified.

The amount of Entry Fee ¥384,200

Special Survey Fee £ : : Received by me, General

Travelling Expenses, if any ¥53,200

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

We are of opinion the Vessel should be Classed +100 A1

"Carrying Petroleum in bulk"

Whether the Vessel has been built under Special Survey YesCertificate to be sent to Kobe Date of issue 2/2/54Committee's Minute FRIDAY 15 JAN 1954

Character assigned

+100 A1Carrying Petroleum in Bulk8.53 KobeFitted for oil fuel 8.53 F.P. above 150°FLloyds A + CP+LMC 8.53White Kobe (M)2 WTB 469 lb. (Spt. 438 lb.) CL

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JFK

Lloyd's Register Foundation

0232 2/3

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 the Plans should be embodied.)

The freeboards of this vessel have been assigned by the Japanese Government Reports C11 (Comp) & C12 (C) attached.

The following plans are forwarded herewith :-

"As Built"

General Arrangement.	Stem.	Pumping Plan.
Midships Section.	Rudder & Sternframe.	Capacity Plan.
Profile of Decks I.	Shell Expansion.	P. 403 Steel.
Profile of Decks II.	Bow Construction.	
Longitudinal Bulkheads.	Stern Construction.	
Transverse Bulkheads.	Double Bottom.	

Forging & Casting Certificates as under now forwarded :-

Sternframe Rudder Stock Rudder Stock bearing & Staffing
Tiller, Main Piece for Rudder.

Keel laid 2nd Dec 1952

PARTICULARS OF ELECTRIC WELDING (if employed) All welded except the following parts which are riveted :-

Upper and lower seams of bilge stroke.
Upper deck sheerstroke seam.
Upper deck stringer angle.

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

"Longitudinal framing at bottom & at deck"; Radar;
pt. Elec. welded; pt. Cem.; E.S.D.; DF. by C; Lloyds A & CP.

RADAR Equipment (State if fitted) yes

State Type or Pattern No. CX - 1128

State } Maker Raytheon
Name } and/or
of } Supplier

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

1st Bower	67 cwts.	0 qrs.	24 lbs.	M.M.	A 14914	7/5/53
2nd "	67 cwts.	2 qrs.	1 lbs.	M.M.	A 14915	7/5/53
3rd "	67 cwts.	1 qrs.	18 lbs.	M.M.	A 14916	7/5/53
Stream	32 cwts.	2 qrs.	6 lbs.	M.M.	A 14917	7/5/53

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 122.6 ft., R.Q.D. — ft., Bridge 44.9 ft., Forecastle 80.6

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

Official No. 70867 Signal Letters J C W D Extreme Breadth over Belting — Over-all Length 580.5 ft.
(Circ. 1611) (Circ. 1703)

No. and Material of Decks One; steel

Parts of Bottom of Vessel coated with cement or approved composition Double bottom F.W. tanks; F & A peak tanks

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.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <u>no. 4 (feed water only)</u>	<u>25.1</u>	<u>57.2</u>	Fore peak tank, <u>W.B. only</u>	—	<u>26.3</u>
Double bottom, under Engines and Boilers, <u>Deisel oil & C/D</u>	<u>10.1</u>	—	After peak tank, <u>F.W. only</u>	—	<u>136</u>
Double bottom, if under Engines only, <u>nos. 1, 2 & 3 F.W. only</u>	<u>47.4</u>	<u>135.5</u>	Deep tank, aft,	—	—
Double bottom, if under Boilers only, <u>C/D</u>	<u>2.5</u>	—	Deep tank, forward, <u>F.O. only</u>	<u>46.8</u>	—
Double bottom, forward,	—	—	Other tanks, if fitted,	—	—
Total length (if continuous) and Capacity	<u>85.1</u>	<u>186.7</u>	(If necessary furnish further information by sketch.)	—	—

Order for Special Survey No. —

Date —

Dates of Surveys held while building

J.N. 1952 27 Nov; 1953 14th & 25 Feb; 25 Mar.; 2, 14, 24, 27 & 30 Apr.; 4, 6, 9, 11, 13, 15, 18, 20, 22, 29 & 30th May; 1, 2, 3, 5, 6, 8, 13th June; 25 & 30th July; 6, 22 & 29th Aug
Y.K. 1953 9th July
G.G.Y. 1952 2nd Dec; 1953 15th Jan
T.F.N. 1953 15th Jan; 4th & 24 Feb; 23rd Mar.; 7th Apr.; 6th May; 9th July
Total No. of Visits 43