

No.

Last seen in Drydock 3rd February, 1959

No.

"OHMINESAN MARU" (Yard No.635)
PARTICULARS OF LONGITUDINAL FRAMING FE-6482

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.			
		mm	mm	mm	mm	mm	mm		Diam. Ins.	Speng. Ins.		Number.	Diameter. Inches.		
of L, L or C															
in Bridge 'tween Decks ...															
from Uppermost Continuous															
Plating. No. 1		250x90x12/16	✓												
No.2 - 4		250x12 B.P.	✓												
No.5 & 6		250x90x12/16	✓												
No.7 - 9		300x90x11/16	✓		Same as										
No.10		300x90x13/17	✓		Amidships										
No.11		350x125x11 Flanged	✓												
No.12		360x125x11 Flanged	✓												
No.13		370x125x11 Flanged	✓												
No.14		380x125x11 Flanged	✓												
No.15		390x125x12.5 Flanged	✓												
No.16		430x125x12.5 Flanged	✓												
No.17		470x125x12.5 Flanged	✓												
No.18 - 20		520x125x12.5 Flanged	✓												
No.21		(Side girder) 11x900 with 11x150 F.B.	✓												
No.22-27		520x125x12.5 Flanged (Side Girder)	✓												
No.28		11x900 with 11x150 F.B.	✓					Centre Line Girder in Cargo Tank							
No.29-31		520x125x12.5 Flanged	✓					19 x 2750 with 25 x 500 F.B.	✓						
spacing of longitudinal Frames		At Amidships	790, 795, 808 & 920	✓											
At Ends		Same as Amidship	✓												
Tank Top Longitudinals		Cross Ties in Wing Tank													
Bottom		Upper	11x795 with 11x250 FBS(H)	✓				Bracketed to Side Transverses.	✓						
of Longitudinals		Amidships	Lower	11.5x815 with 19.5x250 FBS(H)	✓			Bracketed to Side Transverses.	✓						
At ends...															
Transverses.		Centre Tank		Wing Tank		Additional Bottom Transverse Fitted in Frs. 96, 97, 98 & 99									
Depth and Thickness		11.5 x 1,100		11 x 1,100		Ford Centre Tank									
Face Angles		13 x 250 F.B.		11 x 250 F.B.		11 x 1,150 with 11 x 250 F.B.									
Lugs to Shell*		Welded		Welded		Back Bar 11 x 150 F.B. Welded									
Depth and Thickness		At Long'l End. 11 x 1,250 in Wing Tanks		At Shell 12 x 1,250		Bracket 11x500x930 Welded.									
Face Angles		11.5x250 F.B.		13.5x250 F.B.											
Lugs to Shell*		Welded		Welded											
Depth and Thickness		Centre Tanks 12.5 x 1,450		Wing Tanks 12.5 x 1,450											
Face Angles		17 x 250 F.B.		13.5 x 250 F.B.											
Lugs to Shell*		Welded		Welded											
Back Bars		11x180 F.B.		11 x 180 F.B.											
Brackets		Welded		Welded											
spacing of Transverse Frames...		3050		3050											
* State if joggled or liners.															
Ind.1															
tudinal															
at bar															
19/12															
									</						

CHAIN CABLES. HAWSERS AND WARPS.

1

Cargo Battens thickness material and spacing

1220mm Diameter, Hinged Type and Sequred by Steel Arm with Hook Bolt. ✓
 No. 2 No. 4 No. 5 No. 6

ays No. 1 (Fwd.) _____ No. 2 _____ No. 3 _____ No. 4 _____

Builder's Signature. L. V. Mac

vessel has been built under Special Survey in conformity with the Society's Rules and Regulations, and

Letters. The scantlings and arrangements of the Ship are as given in the report and as shown and amended

and plans now forwarded. All modifications or additions to the original approved arrangements made during

... have been approved as being in accordance with, or by standards

... of Midship Section and Profile and Decks showing the ship as built.

to, the Rule requirements. The plans of Midship Section, and Fore and Aft Section, have been checked with the approved arrangements and found in order.

10d herewith have been checked with the approved arrangements and found in order.

materials used in construction have been tested as required by the Society's Rules and the quality of the

p is good. All cargo tanks, cofferdams, double bottom tanks, fore and after peak tanks, Oil fuel bunkers,

r tanks, Bulkheads and Decks have been tested as required by the Rules and found satisfactory. Windlass, ...

ear, Hand pumps, W.T. doors and Bilge Suctions have been tried under working conditions and found satisfactory. The ship is now being painted out in and painted on ship's sides. Oil Fuel

The Freeboards as assigned by the N.K. have been verified, cut in and painted on ship's plans.

150°F may be carried in No.1 (forward Deep tank), No.2 (Engine Room side tank), No.3 (aft

- Tank (Boiler Room side) and Settling Tanks in Engine Room.

03 Steel is used on keel plate, bottom and bilge shell plating for $\frac{1}{2}L$ amidships, sheer strake, upper deck

nd deck plating from within poop to $\frac{1}{2}$ L forward, end brackets of shell longitudinals and of longitudinal

horizontal stiffeners where the thickness exceeds 20.5mm.

on Serial : X5 076 1.00 ✓ 2 Fees applied for |

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

duction : 1,692,133[✓] -

Special Survey Fee..... £ 281 267 ✓ ~~454~~ Received by me We are

ee : \$3,384,207.- received by me, ~~xxx~~ I am of opinion the Vessel should be Classed.....+100A1 Oil Tanker

Travelling Expenses, if any £ 1 : 0

Has the Vessel been built under Special Survey Yes Signature J. P. Phillips & S. Nelson

Signature *J. H. Jones* 5-1-1889
Surveyor to Lloyd's Register of Shipping.

to be sent to Kobe Office Date of issue 30.4.57 J.R. Cheshire & S. Noguchi.

FRIDAY 04 APR 1959

tee's Minute

ter assigned ✓ ~~7 100 A1~~

Oil Tanker. AS 2.59

12-10

LACP

+LMC

ES 258

Noted

2.34

NOTED FOR POSTING 722

133

0075 2/3

01488+ - 014898 - 008 1/2

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 copy of the Plans should be embodied.)

The following "As Built" Plans forwarded herewith:-
(1) Midship Section. (2) Construction Profile and Deck Plans.

The following "Certified copies of Approved Plan" forwarded herewith:-
(1) Midship Section. (6) Double bottom in Engine Room (2 sheets)
(2) Construction Profile & Deck (2-sheets) (7) Fore Peak Tank, (2 sheets)
(3) Shell Expansion. (8) After Peak Tank
(4) Rudder and Stern Frame. (9) Cruiser Stern
(5) Miscellaneous W.T. & O.T. Ehd. (10) Capacity Plan.
(11) P.403 Steel Diagram.

Forgings and Castings Certificates:-

Stern Frame M-49093 Rudder Coupling M-49876
Rudder Stock M-50236 Rudder Bearing M-49096
Rudder Post M-49094

Circular No.2051:-

Navigation Aid:- None.
Type of Ship: Full scantling Oil Tanker with Poop Bridge and Forecastle.
Dimensions:- Extreme Breadth 88'-3 5/8" Rise of Floor 3 15/16"
Moulded Dimension L=629.91, B = 87.92, D=45.60

Sister Ship:- None.

PARTICULARS OF ELECTRIC WELDING (if employed) All welded except shell seam D/E, E/F, Deck seam 3rd and 4th inboard plates stringer angle and sundry minor details.
All welding carried out by experienced operators using approved electrodes.
Radiographic examination carried out during construction with satisfactory results.

SPECIAL NOTATIONS :- Either as part of the vessel's class or for record in the Register Book
Cruiser Stern, Part Electric welded, E.S.D. D.F., G.C., RDR,
LLOYD'S A & CP p⁺ SQ, Oil Engine, "Longitudinal Framing", "Oil Tanker".

RADAR Equipment (State if fitted) Yes
State Type or Pattern No. of Model 12
State Name of Supplier Oki Denki K.K., Japan

Particulars of Drop Test of Cast Steel Anchors, viz. :- Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower 85.1.18 ✓ D.O. Y-12907 12.6.58
	2nd " 84.2.13 ✓ D.O. Y-12909 12.6.58
	3rd " 85.3.17 ✓ D.O. Y-12908 12.6.58

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 133.0 ft., R.Q.D. - ft., Bridge 37.75 ft., Forecastle 81.8 ft.
(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated -
Official No. 81931 Signal Letters J P Q Q Extreme Breadth over Belting 88.3 ft. Over-all Length 660.9 ft.
No. and Material of Decks One - Steel (Circ. 1611) (Circ. 1703)
Parts of Bottom of Vessel coated with cement or approved composition Fore and After Peak Tanks, Feed Water Tank (D.B.): - Cement
Rudder Trunk and Chain Locker:- Bitumastic Solution.
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, if under Engines only,	83.66	O.F. ✓	Fore peak tank,	-	643.7 ✓
Double bottom, if under Engines only,	26.57	F.W. ✓	After peak tank,	-	246.5 ✓
Double bottom, if under Engines only,	2.46	Cofferdam	Deep tank, aft, No.2 (in Eng. Room)	22.15	O.F. ✓
Double bottom, if under Engines only,	-	-	Deep tank, forward, No.1	26.94	O.F. ✓
Total length (if continuous) and Capacity	112.69	-	Other tanks, if fitted, B.W. Tank (forward)	23.46	1340.0 ✓

Order for Special Survey No. 63
Date 21-11-1957.
Dates of Surveys held while building
SN:-1958: June-3,4,5,6,9,10,12,13,14,16,17,19,20,23,24,25,26,27,28, July-1,2,3,4,5,7,8,9,10,11,14,15,16,17,18,19,21,22,23,24,25,26,28,29,30,31, Aug.-1,2,4,5,6,8,9,11,12,13,14,18,21,22,25,28,29,30, Sept.-1,2,3,4,5,6,8,13,15,16,17,19,20,22,25,27,30, Oct.-3,6,7,8,11,13,18,25, Nov.-13, Dec.-23.
1959: Jan.-17,20,24, Feb.-7,16
JRC:- 1958: June,16,17,18, July, 2, Aug., 1,28, Sept., 12, 1959: Jan., 5.