

I.E. FROM ACCTS. 919
 I.E. FROM ADMIN. Rpt. 14/9
 PLAN. RECD. *l*
 CERTS. RECD. Date of completing report 30th June 1960
 TO RPIS. DEPT. Survey held at Yokohama

Port YOKOHAMA No. 3311

When handed in at Local Office Received London
 First Visit 28-10-59 Last Visit 28-6-60 No. of Visits 57

DISCLOSED
 SECTION
 No. 1144

FIRST ENTRY SHIP REPORT

ON THE SS/MS "SUMIDA MARU" (SINGLE SCREW)

Has Report been sent on (1) Freeboard of Ship? Yes (2) Machinery? Yes
 (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	Is machinery fitted aft?	No <input checked="" type="checkbox"/>
Length (D 201 of Rules)*	145.000M (475.72')	Built at	Yokohama
Breadth (D 202 of Rules)	19.500M (63.98')	Launched	13th February 1960 Yard No. 836
Depth (D 203 of Rules)	12.300M (40.35')	Builders	Yokohama Shipyard & Engine Works
Draught (summer moulded) (D 204 of Rules)	9.000M (29.53')		Mitsubishi Nippon Heavy Industries Ltd., Yokohama
Deck Factor "F" excluding d _t	-	Owners	Nippon Yusen Kaisha
" " "F" including d _t	1.029	Address	-
Gross tonnage	9431.00	Managers	-
Net tonnage	5330.54	Address	-
Official number	84347	Port of Registry	Tokyo
Signal letters	J.H.W.X.	Date of last survey in drydock	31st May 1960

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
 Are the materials and workmanship satisfactory? Yes
 Have the freeboards been satisfactorily marked on the ship's sides and verified? Yes (Assigned by Japanese Government) 10'-10.7" (3.324m)

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.

R. Taneda
 YOKOHAMA SHIPYARD & ENGINE WORKS,
 MITSUBISHI NIPPON HEAVY-INDUSTRIES, LTD.
 5, Midoricho, Nishi-Ku, Yokohama, Japan.

FEES, etc. HULL FIRST ENTRY ¥ 2,041,000-
 Special Survey fee
 Travelling expenses ¥ 15,000-
 Late attendance fees
 Fees applied for Received
 Classification Certificate to be sent to Yokohama
 Date of issue 24.10.60
 Has an Interim Certificate been issued? Yes (FE No. 184)

This Ship in my opinion is eligible to be classed:—
 (Special notations where part of class to be stated)
 * 100 A1
 Longitudinal Framing at Bottom and Deck and Part
 Electric Welded and Carrying Vegetable Oil in Deep
 Tanks aft.
J. Winn
 Signature Surveyor(s) to Lloyd's Register of Shipping
 For K. Nakano, R. Taneda & selves.

Committee's Minute FRIDAY 14 OCT 1960
 Character Assigned +100 A1
 MIs a - Vegetable oil
 DS 5.60

LACP

+ LMC
 ES
 ABS } 6.60
 TS CW

Noted for Header

STEEL

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

Plates:— Nippon Kokan Kabushiki Kaisha (Tsurumi Iron Works)
The Yawata Iron & Steel Co., Ltd.

Sections:— Nippon Kokan Kabushiki Kaisha (Kawasaki Iron Works)
The Yawata Iron & Steel Co., Ltd.

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? Yes ✓

Process of manufacture (e.g. Open hearth, electric furnace, etc.) Open Hearth Process ✓

Particulars of Special Quality Steel used
(Advice notes to be forwarded separately with plan showing disposition of these plates)

P5 steel is fitted:—

On Sheerstrake from Fr 52½ to Fr 130½ (p & s):

On Upper deck stringer and deck plating from Fr 50½ to Fr 135½ and at all hatch corners except No.6 hatchway also No.1 hatchway (fore end) and No.5 hatchway (after end)

ELECTRIC WELDING

All parts electrically welded except the following which are riveted:—
Parts of main structural importance electrically welded Shell seams of strakes E to F, and J to Sheerstrake: Upper Deck stringer angle to Shell and Deck: Forward and After corners of midship deckhouse riveted to tee bar ground welded to deck. Connections of Machinery Casings to Upper, Bridge and Boat Decks.

Parts examined by radiography Seams and Butts of Side and Bottom Shell and Upper Deck.

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	M.S. Plate	
Shaft brackets	None	
Sternframe	Steel Casting	Sumitomo Metal Industries Ltd., Osaka ✓
Rudder ^{Frame} main piece or post	" "	
Rudder head	" Forging	
Quadrant	None	
Tiller	Steel Forging	Sasebo Ship Industry Co., Ltd., Sasebo ✓

GENERAL PARTICULARS

Steering gear (Type & Maker) Electro hydraulic (2 motors and 2 pumps) ✓
(Maker Mitsubishi S. & E. Ltd.) Auxiliary steering gear None
Nagasaki

Steering chains (Size & test) None Windlass (Type & Maker) Electric (Maker Tokyo Kikai Co., Ltd.)

Ceiling in holds (Material & thickness) 65mm Soft wood close ceiling ✓
on battens Are cargo battens fitted in holds? Yes ✓ in 'tween decks? Yes ✓

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

Particulars of composition (if any):— None

Insulated cargo compartments (if any):— Yes - No.3 Lower tween deck

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

If mechanical ventilation is fitted, state in which cargo spaces:— Yes - All holds and tween decks.

If cathodic protection is fitted, state in which tanks:— No



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NOTE

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EQUIPMENT
ANCHORS

Number 4,733.36 ✓

Letter e + ✓

6 SEP 1960

Certificate No.	Anchor	Weight of Anchor			Weight of Stock (if any)	Test per Certificate				Rule weight	Description of Anchor	Where and when tested
		G.	Q.	L.		T.	C.	Q.	L.			
Y 15369	Bower (1)	86	2	9	Stockless	61	18	0	0	81-3-0	Latest Improved Hall's Type CS Head Shank & Shackle & FS Pins	Tokyo
Y 15370	" (2)	86	1	15		61	18	0	0	81-3-0		25-1-60
Y 15371	" (3)	86	3	3		61	18	0	0	81-3-0		T.N.
	Coll. wt.	259	2	27						245-1-9		
	Stream											

CHAIN CABLES

Number of Certificate	Supplied		Test per Certificate		Weight of Chain Cable			Rule		Description and Material	Makers of Cable	Where and when tested
	Length	Dia.	Stat.	Bkg.	Supplied	Rule	Length	Dia.				
	metres	m/m.	tons	kg.	metres	kg.	metres	m/m.				
CC 62501	668.25	25	186.900	✓	52.157	✓	550	57	Special Cast Steel Stud Link	Komatsu Mfg. Co., Ltd. Komatsu	Komatsu 28-1-60 10-2-60 25-2-60	
	✓	58	133.400	✓								

2 1/4" sq

This certificate also includes 22 kenter shackles, 6 joining shackles, 4 anchor shackles, 2 buoy shackles 4 end shackles and 4 swivels.

Are joining shackles of the lugless type fitted? Yes (also 4 'D' shackles)

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.	Length	Circ.					
G.F.S.W.R. Towline (6 x 24)	240	138	94.1 tons	220	140	Bower (1) Tokyo Steel Casting Co., Ltd., Tokyo	Y 15366	57-0-7	✓	KM	21-1-60
Mooring	1 @ 200	220	30800	4 @ 203	203	" (2)	Y 15367	56-3-24	✓	KM	21-1-60
Ropes (Manila)	1 @ 200	220	31200	200		" (3)	Y 15368	57-0-18	✓	KM	21-1-60
	1 @ 200	220	31400	200		Stream					

PARTICULARS FOR REGISTER BOOK (feet & inches) 475'-9"

Moulded length (see Key to Register Book) 475'-8" (145.000m) Moulded breadth 63'-11 11/16" (19.500m) Moulded depth 40'-4 1/4" (12.300m)

Number and material of decks Three decks (steel). Two decks only in No.6 hold.

Length of Poop - R.Q.D. - Bridge - Fo'cle 40'-1 5/16" 42' Trunk -

Overall length 513'-0 5/16" (156.37m) Extreme breadth 64'-2 63/64" (19.583m) Rise of floor 7-9/32" (185mm)

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 - Bottom and Deck ✓

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? Motor ship ✓

Is the ship (if not an oil tanker) fitted for carrying oil as cargo? Yes ✓ and if so state where, together with the flash point where required to be inserted in the notation:— Vegetable oil is carried in 4 Deep Tanks in No.4 Hold ✓

Watertight and/or Oiltight Bulkheads (state number required by Rules) 8 ✓
Fr. Nos. 10, 27, 52, 73, 99, 126, 155 & 178
(TD 7) (TD 50) (TD 98) (TD 128) Total = 8 ✓

Bulkheads in ship extending to Upper deck on frame numbers:— Total = 0 ✓

Bulkheads in ship extending to deck below upper deck on frame numbers:— Total = 0 ✓

Is E.S.D. fitted? Yes Is Radar fitted? Yes Is Position Fixing Device fitted? No ✓

Is D.F. fitted? Yes Is Gyro Compass fitted? Yes Is Submarine Signalling apparatus fitted? No ✓

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 80.4 ✓ P. 120.6 ✓ No. 2 S. 119.0 ✓ P. 203.5 ✓ No. 3 S. 203.5 ✓ P. 38.5 ✓ No. 4 S. 26.0 ✓ (FW only) ✓ No. 5 P. 81.7 ✓ S. 79.6 ✓ (OF only) ✓ No. 6 S. 114.3 ✓ (OF only) ✓ No. 7 S. 163.9 ✓ P. 163.9 ✓ No. 8 S. 70.2 ✓ P. 70.2 ✓ No. 9 - No. 10 - No. 11 - No. 12 -

Fore peak tank 75.4 ✓ After peak tank 199.4 ✓ Midship deep tank None
 PSF 342.4 PSA 329.0
 Deep tank aft SSF 346.7 SSA 332.0 Deep tank fwd. None Topside tanks None
 (Cargo Oil only) P. 49.4 ✓ Tanks in way of tunnel None Dom. Fw. Tank
 Tanks at sides of tunnel S. 42.3 ✓ Deck tanks on 2nd Deck (P) 9.8
 Side tanks None Wing tanks None Other tanks ERDB (Clean Oil Tk. 25.7 (FW) (OF) (C) (Lub Oil Tank 11.6 (OF) (C))

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" x 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

Similar Ship - M.V. "SAITAMA MARU" (Yard No. 830) Yokohama Report No. 2966

Plans Now Forwarded

'As Built Plans'

- ✓ Midship Section
- ✓ General Construction (Sheets 1,2)
- ✓ Sternframe
- ✓ Rudder
- ✓ Shell Expansion and Framing
- ✓ WT and OT Bulkhead Plan (Sheets 1,2 & 3)
- ✓ Capacity Plan
- ✓ Location of P5 Material and Material Test Results

'Approved Plans'

- Midship Section ✓
- General Construction (Sheets 1,2) ✓

Certificates Now Forwarded

<u>Forging or Casting</u>	<u>Cert. No.</u>	<u>Port</u>	<u>Date of Issue</u>
Sternframe	M 60853	Kobe	17-11-59 ✓
Rudder frame (Upper and Lower)	M 61439	Kobe	24-12-59 ✓
Rudder stock	M 61745	Kobe	14- 1-60 ✓
Rudder pintles	M 61830	Kobe	20- 1-60 ✓
Rudder tiller, crossheads and Valve casings	M 8449	Nagasaki	3-12-59 ✓

SPECIAL FEATURES None



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