

-3 JUN 1965

Received London

Rpt. 1 (Sheet 1)

FIRST ENTRY SHIP REPORT

FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Ship's name ~~MS~~ "GUANG MING" Port ROTTERDAM

Processing number: LR 650606 Has a Cert. B. been issued? yes Rpt. No. 60636

Date of completing report 30-4-'65 Place of survey, if different from above Flushing

Type of ship (i.e. dry cargo, oil tanker, tug, etc.) Dry cargo

No. of screws 1 Have rpts. been sent on: *Freeboard? yes Machinery? yes Yr. Mo. When '65 -4

Ship built by N.V. Koninklijke Maats. De Schelde Yard No. 327

Survey of fabrication commenced 6-1-'64 Survey on building berth commenced 5-5-'64 Date of launch 16-1-'65

Date of last survey in DD 20-4-'65 Last visit 29-4-'65 No. of visits 84

Fee numeral 51.130 Fee 16760.- Expenses 1903.50

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 modifications and/or additions (if any) to the original approved arrangements made during construction been indicated on the approved plans now forwarded? Yes

Have such modifications and/or additions been approved locally as being in accordance with or equivalent to Rule requirements? Yes

If separate "as built" plans are forwarded, have they been checked with the approved arrangements and found in order? Yes

OSD 46'-8" x 65'-7 1/2" x 31'-8"
 OSD 46'-4" x 65'-7 1/2" x 41'-0"
 Are the materials and workmanship satisfactory? Yes

Have the freeboards been correctly marked? Yes

Length (D 201 of Rules)† 142,260 metres Owners China Ocean Shipping Co.

Breadth (D 202 of Rules) 20,000 metres Owners' address

Depth (D 203 of Rules) 12,500 metres Managers

Draught (summer moulded) (D 204 of Rules) Managers' address

If shelter deck ship Draught (Summer moulded) { In open condition 8,363 metres Managers' address
 In closed condition 9,318 metres

Official number Tonnage Gross 7314 Net 4167

Signal letters B D G I If shelter deck ship { In open condition 10,435 In closed condition 6375

Port of Registry Canton

This ship is eligible, in my opinion, to be classed +100A1 "Strengthened for heavy cargoes"

K. van Duffelen, Surveyor to Lloyd's Register of Shipping

Date of Committee FRIDAY 18 JUN 1966
Minute +100A1 Strengthened for Heavy Cargoes
DS 4.65

Noted Carter Header

CLASSN. CERT. SENT TO ON ROT 113 AUG 1965

012333-012339-0131 1/3

10m.9.64 (MADE AND PRINTED IN ENGLAND) *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 sent. † In the case of trawlers, see Trawler Rules.

Write Rot (m)

LMC ES
ABS
SPS
TS (CL) 5.65

STEEL

Manufacturers of
 Plates Koninklijke Nederlandsche Hoogovens & Staalfabrieken.
 Voest Linz Donau.
 Dortmund Hörder, Huttenunion.
 Sections Dorman Long (Steel) Ltd.-Appleby Fordingham Steel Co.
 South Durham Steel & Iron Co.- Bairds & Scottish Steel Ltd.
 Skinningrove Iron Co.Ltd.- Colvilles Ltd.- Mannesmann Hückingen
 Cleveland Steelworks South Bank, Dortmund Hörder Huttenunion.

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, L.D.process

When steel other than Grade A mild steel is used, state grade and where fitted (Advice notes to be forwarded separately with plan showing disposition of plates)

Grade D; inserts at hatch corners over 20½ mm.

Sheerstrake plating)
 upperdeck plating) .4 L.amidships
 slab longitudinals)

ELECTRIC WELDING

Is the ship's main structure electrically welded?

Yes, except upper seam of bilge strake and upperdeck stringer angle bar.

Parts examined by radiography

Selected parts out of all main structural members.

Were the electrodes used of approved type?

Yes

FORGINGS, CASTINGS AND FABRICATED PARTS

Item	Forging, casting or fabricated	Maker's name and, if fabricated, manufacturer of any forging or casting used in its construction
Stem bar	Fabricated	N.V.Koninklijke Maats. "De Schelde"
Shaft brackets	-----	
Sternframe	Fabricated	N.V.Koninklijke Maats. "De Schelde" Dembiermont & Co.
Rudder	Fabricated	N.V.Koninklijke Maats. "De Schelde" Goszstahlwerk Gelsenkirchen N.V. TYPE SKETCH No. 4
Rudder post	Forging	Klöckner-Werke A.G.
Rudder head	Forging	De Rotterdamsche Droogdok Maatschappij N.V.
Quadrant	-----	
Tiller	Casting	W.Shaw & Co.Ltd.

GENERAL PARTICULARS

Steering gear (type & maker) John Hastie & Co. (electric hydraulic)

Auxiliary steering gear Two units, separate leads

Steering chains (size & test) -

Windlass (type & maker) Electric, clarke Chapman

Ceiling in holds (material & thickness) Fir 3"

Are cargo battens fitted in holds? Yes

In 'tween decks? Yes

Parts of structure of material other than steel None



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Ship's name "GUANG MING"

Port & Report No. ROTTERDAM
60636

GENERAL PARTICULARS (continued)

Parts of bottom plating in single bottom ships and in bottom tanks below boilers on which cement or an approved composition is laid	None
Particulars of composition if used instead of cement	----
If corrosion control fitted in tanks, state system, extent, makers' name, trade name & material of anodes &/or coating & mean thickness of coating	None
Has a reduction in scantlings been approved for the class notation "cc" and is this associated with a particular cargo or defined ballasting?	}
Do the plans show the full Rule scantlings and those items where reduced scantlings have been approved?	
If external cathodic protection fitted, state type	None
If external anti-fouling system fitted, state type	None
Insulated cargo spaces	None

R.B. PARTICULARS (feet & inches)

Navigational aids fitted	DF?	Yes	
	ESD?	Yes	
	GC?	Yes	
	PFD?	Yes	
	RDR?	Yes	
	RT?	Yes	
Is ship of OSD, CSD or OSD/CSD type?	OSD/CSD type		
State type when leaving builders	29-4-'65		
Is machinery fitted aft?	No		
Length overall	516'-5"	-	
Breadth extreme	65'-9½"	65'-10"	
No. and material of decks	Two steel 1 Deck + 5 dh.		
Is longitudinal framing fitted? (state where)	Yes (at bottom and at upperdeck).		
Length of	Poop	----	
	Raised quarter deck	----	
	Bridge	----	
	Forecastle	49'	-
	Trunk	----	
	Raised deck	----	



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Rise of floor Nil

Is bar keel fitted? No Is duct keel fitted? No

Bulkheads extending to uppermost continuous deck on frame Nos.

41, 74/76, 96/110, 129, 154, 183

* = tonnage openings closed by steel plates on clips Total 6

Bulkheads extending to deck below uppermost continuous deck on frame Nos.

10

110

Total 1

PARTICULARS OF TANKS (See Register Book for definition)

Is capacity plan forwarded? Yes

If not, the following particulars of tanks to be supplied; capacity of those used for salt or fresh water ballast (35/36 c.f. per ton). (Tanks used exclusively for oil fuel or fresh water to be marked accordingly).

Double bottom tanks : No.	Fore peak tank	Deck tanks
No.	After peak tank	Side tanks
No.	Midship deep tank aft	1/2-height deep tank
No.	„ fwd	Centre tanks
No.	Deep tank aft	Bottom tanks
No.	„ fwd	Combined bottom and wing tanks
No.	Topside tanks	Tween deck tanks
No.	Tunnel side tanks	Other tanks
No.	Under deck tanks	

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

Is ship (if not a motorship) fitted for burning oil as fuel?

Motorship

If strengthened for navigation in ice, state class 1, 2 or 3

No

Is ship (if not an oil tanker) fitted for carrying oil as cargo?

No

If so, state where, together with flash point where required to be inserted in the notation

Particulars of any special loading conditions (e.g. deep tank or specified holds empty), for which the scantlings have been approved

Deeptank empty

Special features

Rudder bushes laminex. All steelwork grid blasted.

DECLARATION TO BE SIGNED BY SHIPBUILDERS

To the best of our knowledge the ship has been soundly constructed in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping, and the foregoing is a correct description of the particulars of the ship and her Owners.

(date)

(signature)

[Handwritten signature]

N.V. KON. MIJ. "DE SCHELDE"

A previous similar case was

Yard No. 320

Port & Report No.

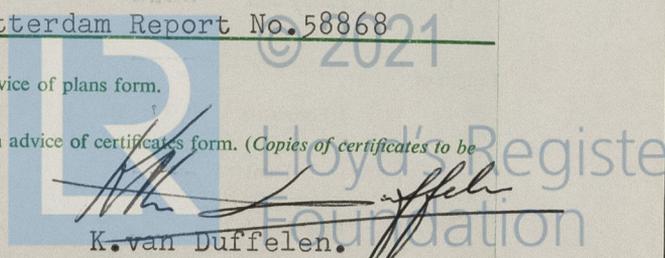
Rotterdam Report No. 58868

Particulars of "approved" and "as built" plans are to be listed separately on advice of plans form.

Particulars of forgings, castings and fabricated parts are to be listed separately on advice of certificates form. (Copies of certificates to be forwarded).

K. van Duffelen.

Surveyor to Lloyd's Register of Shipping



Ship's Name "GUANG MING"

Port ROTTERDAM

Fee letter if different from equipment letter --

Rpt. No. 60636

Equipment letter e † Equipment numeral 51.130

When anchors or cables are supplied or retested, the following particulars are required:

ANCHORS

Where and when tested and by whom	Number of Certificate	Anchor	Weight		Approved design	Makers
			XXXXXXXXXX kg.			
Leiden 23-9-'64 G.Kamps	5881	Bower (1)	4264		Spek type	KING Leiden
	5883	Bower (2)	4262		" "	" "
	5882	Bower (3)	4115		" "	" "
		Collective Weight		12641		
		Stream				

CHAIN CABLES

Where and when tested and by whom	Number of Certificate	Length and size supplied		Grade and whether stud or short link	Makers
		Length or Metres	Diam. or mm.		
Ramnäs, 26-11-'64					
S.O. Bomler	152	551,5	60,3	(a) Grade III stud link	Ramnäs Bruks A/B Ramnäs
				(2.3/8")	
Stream, wire or chain	-----			Circ.	

TOWLINES, MOORING ROPES AND CAST STEEL ANCHOR HEADS

TOWLINE AND MOORING ROPES				CAST STEEL ANCHOR HEAD DROP TEST			
Item	Length	Circ. or Diam.	Material	Maker's Name	Certificate No.	Surveyor's Initials	Date of Test
	XXXXXXXXXX Metres	In. X XVI					
Towline	220	5 1/2"	galv.st. wire	BOWER (1) Wolsingham Steel Co.	3070	A.G.	28-4-64
Mooring ropes	4x 200	3.1/4"	galv.st. wire	BOWER (2) Wolsingham Steel Co.	3084	A.G.	5-5-64
				BOWER (3) Wolsingham Steel Co.	3098	A.G.	15-5-64
				STREAM			
				KEDGE			

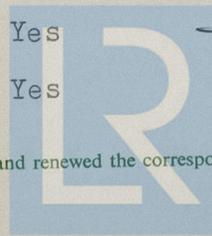
Are weights (including component parts of anchors) & tests of equipment now supplied in accordance with Rule requirements? Yes

Have test certificates of new or retested equipment (now supplied) been checked and endorsed? Yes

Are joining shackles of the lugless type fitted? Yes

[Signature]
K. van Duffelen.
Surveyor to Lloyd's Register of Shipping

Note:—Where anchors or chain cables are lost or condemned and renewed the corresponding test certificates should be cancelled by the Surveyors and returned to Head Office.



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