

FIRST ENTRY SHIP REPORT

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

-3. JUN 1965

Received London

Ship's name ~~XX~~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 34
Fee numeral 51.130 Fee 16760.- Expenses 1903.50
Forgings 260. Turnover tax 10.83

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" x 31'-8"
CSD 46'-4" x 65'-7" 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
Breadth (D 202 of Rules) 20,000 metres
Depth (D 203 of Rules) 12,500 metres
Draught (summer moulded) (D 204 of Rules)
If shelter deck ship Draught (Summer moulded) {
In open condition 8,363 metres
In closed condition 9,318 metres

Owners China Ocean Shipping Co.

Owners' address

Managers

Managers' address

Official number

Tonnage

Gross

Net

Signal letters B D G I

If shelter deck ship {
In open condition 7314 4167
In closed condition 10,435 6375

Port of Registry Canton

This ship is eligible, in my opinion, to be classed

+100A1 "Strengthened for heavy cargoes"

F.E. FROM A/CS

3.6.65
F.E. FROM ADMIN.4.6.65
PLANS REC'D4.6.65
CERTS REC'D

TO REPTS. DEPT.

4.6.65

SPL. FOR

SRL

POSTING

HEADING

CERT.

STATS.

TRO

CLASSN. CERT. SENT TO

ON

ROT

113 AUG 1965

Date of Committee

FRIDAY 18 JUN 1966

Minute

+100A1 Strengthened for Heavy Cargoes

DS 4.65

LMC ES
ABS
SPS
TS (CL)

5.65

Noted
Carter
Header

012333-012339-0131 1/3

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 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"

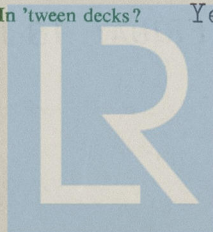
Are cargo battens fitted in holds?

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
60636GENERAL 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
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Particulars of composition if used instead of cement	----
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If corrosion control fitted in tanks, state system, extent, makers' name, trade name & material of anodes &/or coating & mean thickness of coating	None
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Has a reduction in scant- lings been approved for the class notation "cc" and is this associated with a particular cargo or defined ballasting?	}	None
Do the plans show the full Rule scantlings and those items where reduced scantlings have been approved?		

If external cathodic protec- tion fitted, state type	None
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If external anti-fouling system fitted, state type	None
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Insulated cargo spaces	None
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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
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State type when leaving builders	29-4-'65
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Is machinery fitted aft?	No
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Length overall	516'-5"
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Breadth extreme	65'-9½"	65'-10"
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No. and material of decks	Two steel	1 Deck + 5 dh.
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Is longitudinal framing fitted? (state where)	Yes (at bottom and at upperdeck).
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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

Total 1

Is capacity plan forwarded? Yes

PARTICULARS OF TANKS (See Register Book for definition)

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)

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 XXXXXXX kg.	Approved design	Makers
Leiden 23-9-'64	5881	Bower (1)	4264	Spek type	KNG Leiden
G.Kamps	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 XXXXXXX or Metres	Diam. XXXXXXX or mm.		
Ramnäs, 26-11-'64				(a)	
S.O.Bomler	152	551,5	60,3	Grade III stud link	Ramnäs Bruks
			(2.3/8")		A/B Ramnäs
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 XXXXXXX Metres	Circ. or Diam. In. XX mm.	Material	Maker's Name	Certificate No.	Surveyor's Initials	Date of Test
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

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.

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

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