

29 JAN 1960

115 JAN 1960

F.E. FROM ACCTS.	1911
F.E. FROM ADMIN/F	312
PLANS RECD.	Rpt. I
CERTS. RECD.	1911
TO RPTS. DEPT.	3/1

DISCLOSED SECTION No. 1042

Port KOBE No. FE-7273  
 Date of completing report 22nd Dec., 1959 When handed in at Local Office  
 Survey held at Onomichi, Japan Received London  
 First Visit 20th June, 1959 Last Visit 19th Nov., 1959 No. of Visits 26

# FIRST ENTRY SHIP REPORT

ON THE SS/MS// m.v. "STANVAC JURONG"

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 m.v. Oil Tanker Is machinery fitted aft? Yes  
 Length (D 201 of Rules)\* 54<sup>M</sup> 00 (177<sup>ft</sup> 165) Built at Mukaishima Dockyard Co., Ltd.  
 Breadth (D 202 of Rules) 11<sup>M</sup> 00 (36<sup>ft</sup> 089) Launched October 16th, 1959. Yard No. 48  
 Depth (D 203 of Rules) 3<sup>M</sup> 85 (12<sup>ft</sup> 631) Builders Mukaishima Dockyard Co., Ltd.,  
Onomichi, Hiroshima, Japan  
 Draught (summer moulded) (D 204 of Rules) 3<sup>M</sup> 207 (10<sup>ft</sup> 631) Owners Standard Vacuum Oil Co., Singapore  
 Deck Factor "F" excluding dt - (3360 dm<sup>2</sup>) Address Union-Building, Singapore, Colony of Singapore.  
 " " "F" including dt - Managers Standard-Vacuum Oil Co., Singapore.  
 Gross tonnage 690.480 Address Singapore, Colony of Singapore.  
 Net tonnage 355.270 Port of Registry Singapore  
 Official number - Date of last survey in drydock 15th Oct., 1959.  
 Signal letters -

## 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? No Modification  
 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 (Cut in only, to be painted in at Singapore)  
 Have the freeboards been satisfactorily marked on the ship's sides and verified? Yes

**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.

M. Sugihara Builder's Signature  
 President. Mukaishima Dockyard Co., Ltd.  
 Onomichi, Japan

Special Survey fee  
 Travelling expenses  
 Attendance fees  
 Fees applied for Received  
 Classification Certificate to be sent to Kobe  
 Date of issue 8.3.60 (Amended mchy. Govt Sent. 13.4.60)  
 Has an Interim Certificate been issued? Yes

This Ship in my opinion is eligible to be classed:—  
 (Special notations where part of class to be stated)  
Oil Tanker for the carriage of oils F.P. above 150°F. at Singapore Harbour.

Signature Hector McLean  
 Surveyor(s) to Lloyd's Register of Shipping  
 H. McLean

Committee's Minute  
 Character Assigned FRIDAY 26 FEB 1960  
See Ing. 13661

Noted for Header

012728-012733-0318 1/2



**STEEL**

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

Plates:— The Kawasaki Iron & Steel Company Ltd.

Sections:— The Yawata Iron & Steel Company Ltd.

Nippon Kokan Kabushiki Kaisha

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? Yes (see London letter 11/9)

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

Open Hearth

Particulars of Special Quality Steel used None

(Advice notes to be forwarded separately with plan showing disposition of these plates)

**ELECTRIC WELDING**

Parts of main structural importance electrically welded Frames, girders, shell and deck plating butt and seams; all welded except the following. 1. Upper deck stringer angle.

Parts examined by radiography

Upper deck, side shell and bottom shell Total-54

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	-	-
Shaft brackets	Casting	Yonago Steel Works Ltd., Yonago Plant
Sternframe	Casting	Yonago Steel Works Ltd., Yonago Plant Nitsuso Setsu Co., Ltd., Yonago
Rudder mainpiece or post	Mainpiece - Casting Post - Forging	Kawasaki Iron Works Co., & Mitsuboshi Iron & Co., Ltd.
Rudder head	Forging	Mitsuboshi Iron Works Co., Ltd., Osaka
Quadrant	Forging	Mitsubishi Nagasaki Shipbuilding & Eng. Co., Ltd.,
Tiller	Forging	Mitsubishi Nagasaki Shipbuilding & Eng. Co., Ltd.

**GENERAL PARTICULARS**

Steering gear (Type & Maker) Electro-Hydraulic, Janney-type 2 HP X  
Nagasaki Mitsubishi Shipbuilding Eng. Co., Ltd. Auxiliary steering gear Nagasaki Mitsubishi Shipbuilding & Eng. Co., Ltd., Hand Pump

Steering chains (Size & test) - Windlass (Type & Maker) Electric Windlass, Kubota Iron Works Co., Ltd., Osaka

Ceiling in holds (Material & thickness) - Are cargo battens fitted in holds? - in 'tween decks? -

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

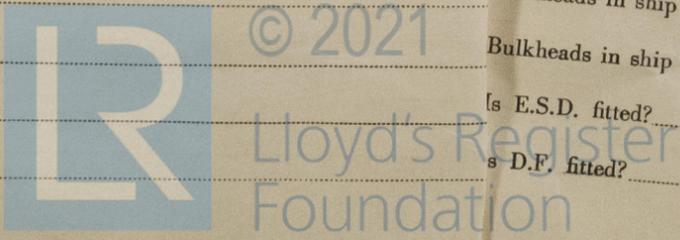
Particulars of composition (if any): -

Insulated cargo compartments (if any): -

Parts of structure of material other than steel (if any): -

If mechanical ventilation is fitted, state in which cargo spaces: -

If cathodic protection is fitted, state in which tanks: -



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Is the ship (if not a  
to be inserted in t  
Watertight and/or O  
Bulkheads in ship ext  
Bulkheads in ship ext  
Is E.S.D. fitted?  
Is D.F. fitted?

29 JAN 1960

8610 British

EQUIPMENT ANCHORS

Number 801900 melhi

Letter 115 JAN 1960

Table with columns: Certificate No., Anchor, Weight of Anchor, Weight of Stock (if any), Test per Certificate, Rule weight, Description of Anchor, Where and when tested. Includes entries for Y-14720, Y-14721, Y-14719, Y-14722.

CHAIN CABLES

Table with columns: Number of Certificate, Supplied, Test per Certificate, Weight of Chain Cable, Rule, Description and Material, Makers of Cable, Where and when tested. Includes entry for Y-14636 and Stream wire.

Are joining shackles of the lugless type fitted? Yes

TOWLINE AND MOORING ROPES

CAST STEEL ANCHOR HEAD DROP TEST

Table with columns: Item, Supplied, Breaking Test, Rule, Maker's Name, Certificate number, Weight, Surveyors' Initials, Date of Test. Includes entries for Towline, Mooring, Ropes.

PARTICULARS FOR REGISTER BOOK (feet & inches)

Moulded length (see Key to Register Book) 177.165 ft Moulded breadth 36.089 ft Moulded depth 12.631 ft
Number and material of decks One Steel
Length of Poop R.Q.D. Bridge aft -34' Fo'cle - Trunk 20.160 M
Overall length 188.320 ft Extreme breadth 36.680ft Rise of floor 50 mm
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 (AT 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? -
Is the ship (if not an oil tanker) fitted for carrying oil as cargo? - and if so state where, together with the flash point where required
to be inserted in the notation: -
Watertight and/or Oiltight Bulkheads (state number required by Rules) 10
Bulkheads in ship extending to Upper deck on frame numbers: - (2, 5, 23, 28, 40, 52, 64, 75, 81, 84) Total = 10 9 ft R.B.
Bulkheads in ship extending to deck below upper deck on frame numbers: - Total = -
Is E.S.D. fitted? - Is Radar fitted? - Is Position Fixing Device fitted? -
Is D.F. fitted? - Is Gyro Compass fitted? - Is Submarine Signalling apparatus fitted? -



**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 - No. 2 - No. 3 - No. 4 - No. 5 - No. 6 -  
 No. 7 - No. 8 - No. 9 - No. 10 - No. 11 - No. 12 -

Fore peak tank 39<sup>T</sup> 29 tons After peak tank (F.W.) Midship deep tank -  
 Deep tank aft - Deep tank fwd. - Topside tanks -  
 Tanks at sides of tunnel - Tanks in way of tunnel - Deck tanks -  
 Side tanks 1p. & 1s. O.F. Wing tanks - Other tanks -

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.)

Approved plans:-

1. Midships Section
2. Profile & Decks.
3. Stern Frame. }  
 Rudder. }
5. Shell Exp.
6. Bulkheads.

Certificates:-

Stern frames M-59957 & 59960  
 Rudder Stock M-59945  
 Steering Gear M-7744

As Built Plans:-

1. Midships Section.
2. Profile & Decks.
3. Capacity Plan

$$\begin{aligned}
 &L \times (B + d) + .856 (D - d) \\
 &177 (36 + 10.5) + .85 \times 177 (2.63 - 10.5) \\
 &177 \times 46.5 + 85 \times 177 \times 2.13 \\
 &8250 + 140 = 8390 \\
 &75 \times 42 \times 7 = \frac{220}{8610 = f}
 \end{aligned}$$

**SPECIAL FEATURES**



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 Foundation