

DISCLOSED

DISCLOSED SECTION 4 MAY 1961

Rpt. 1 SECTION

No.

Port KOBE

No. FE-8689

Date of completing report 17th March, 1961

When handed in at Local Office APR 22 1961

Received London

F.E. FROM ACCTS. Survey held at	5/5
F.E. FROM ADMIN/F	9/5
PLANS RECD.	4/5
CERTS. RECD.	
TO RPTIS. DEPT.	10/5

Innoshima

First Visit 30th July, 1960

Last Visit 17th Feb., 1961

No. of Visits 64

# FIRST ENTRY SHIP REPORT

ON THE SS/MS "M.H. THAMRIN"

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 Open/closed shelter deck ship scantlings suitable for a summer moulded draught of 8,700mm from top of keel. Is machinery fitted aft? No

Length (D 201 of Rules)\* Closed 459'-2" Open 458'-4" Built at Innoshima, Japan

Breadth (D 202 of Rules) Closed 46'-2" Open 63'-7 3/4" Launched 6th December, 1960 Yard No. 3902

Depth (D 203 of Rules) Closed 40'-0 5/16" Open 31'-2" Builders Hitachi Shipbuilding & Eng. Co., Ltd.,

Draught (summer moulded) (D 204 of Rules) Closed 28'-6 9/16" Open 27'-0 7/16" Innoshima Shipyard

Deck Factor "F" excluding d<sub>t</sub> - Owners The Government of the Republic of Indonesia Ministry of Sea Communications.

"F" including d<sub>t</sub> - Address Djakarta

Gross tonnage Open 7330.44 Closed 9549.40 Managers -

Net tonnage 4371.87 5908.26 Address -

Official number To be issued on arrival Djakarta. Port of Registry Djakarta

Signal letters P K N U Date of last survey in drydock 1st February, 1961.

## 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

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.

*Wideo Fukuda*

Builder's Signature

Director & Yard Manager  
Hitachi Shipbuilding & Engineering Co., Ltd. Innoshima Shipyard

FEES, etc.

Special Survey fee ¥1,994,000.-

Travelling expenses -

Late attendance fees -

Fees applied for Received

Classification Certificate to be sent to Kobe

Date of issue 23 JUN 1961

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)

+100A1

Deep Tanks Midships - Vegetable Oil.

Longitudinal framing at bottom & deck.

Part electrically welded.

Signature *S. Bowman, H. McLean & K. Urayama*

Surveyor(s) to Lloyd's Register of Shipping  
S. Bowman, H. McLean & K. Urayama

THURSDAY - 1 JUN 1961

Committee's Minute

Character Assigned

+100 A1 "MTsf ta - Vegetable Oil"  
LACP DS 2.61

+ LMC ES

TS (cl)

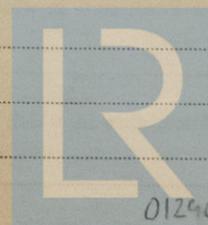
ABS SPS

2.61

KOB 6,89

Write Note (m)

74



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Lloyd's Register Foundation

012448-012983-0203

In the case of Travellers see Traveller Rules

DISCLOSED SECTION



**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. 1 104.71 ✓ No. 2 230.64 ✓ No. 3 218.21 ✓ No. 4 237.12 ✓ No. 5 F.W. ✓ No. 6 O.F. ✓  
 No. 7 156.14 ✓ No. 8 136.12 ✓ No. 9 - No. 10 - No. 11 - No. 12 -

Fore peak tank 115.72 ✓ After peak tank 159.26 ✓ Midship deep tank -

Midship Deep tank (aft.) 840.33 ✓ Deep tank fwd. 1099.56 ✓ Topside tanks -

Tanks at sides of tunnel 312.19 ✓ Tanks in way of tunnel - Deck tanks -

Side tanks - 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.)

Similar Ships: Mitsubishi, Hiroshima Yard No.144 "SETIABUDHI" }  
 Nippon Kokan K.K., Yard No.768 "H.O.S. TJOKROAMINOTO" } with c Dept.

The approved Profile & Decks 3 (sheets) and Midship Section were forwarded with C11(Comp.) 27/11/60. ✓

**"As Approved" Plans Enclosed:-**

1. Bulkheads. ✓
2. Shell. ✓
3. After Peak Construction. ✓
4. Fore Peak Construction (2 sheets). ✓
5. Stern Frame. ✓
6. Rudder. ✓
7. BOTTOM CONSTRUCTION in MACHY ROOM. ✓

**"As Built" Plans Enclosed:-**

- Profile & Decks. ✓
- Midship Section. ✓
- Location of P.5 Steel. ✓
- Capacity Plan. ✓

**Certificates copies enclosed:-**

- No. M-65474 - Stern Frame - Kobe - 22/8/60 ✓
- No. M-65933 - Rudder Castings Kobe - 14/9/60 ✓
- No. M-66395 - Rudder Stock - Kobe - 7/10/60 ✓
- No. M-9045 - Tiller - Nagasaki - 31/1/61 ✓
- No. M-8917 - Steering Gear - Nagasaki - 2/11/60 ✓

Also Anchors, cables, towline and mooring ropes.

**SPECIAL FEATURES** Freeboards when carrying Pilgrim Passengers will be assigned by the Government of the Republic of Indonesia.