

APR 1962

DISCLOSED SECTION

Rpt. 1

Port KOBE No. FE-10257

Date of completing report 19th March, 1962 When handed in at Local Office 24th March, 1962 Received London

Survey held at Hiroshima, Japan First Visit 29th June, 1961 Last Visit 15th Feb., 1962 No. of Visits 53

DISCLOSED SECTION No. 845 D

FIRST ENTRY SHIP REPORT

ON THE SS/MS "LUGANSK"

FROM ACCTS.	6 APR 1962
FROM ADMIN/F	11/4
RECD.	6/4
S. RECD.	
TO REIS. DEPT.	13/4

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 Oil Tanker Is machinery fitted aft? Yes

Length (D 201 of Rules)* 195M (= 639.76 ft.)
 Breadth (D 202 of Rules) 27M (= 88.58 ft.)
 Depth (D 203 of Rules) 14.25M (= 46.75 ft.)
 Draught (summer moulded) (D 204 of Rules) 10677mm (= 35.03 ft.)
 Deck Factor "F" excluding d_t -
 " " "F" including d_t -
 Gross tonnage 22262.48 Tons
 Net tonnage 15397.05 Tons
 Official number 879
 Signal letters U Y X E

Built at Hiroshima, Japan.
 Launched 28th October, 1961 Yard No. 145
 Builders Mitsubishi Shipbuilding & Engineering Co., Ltd., Hiroshima, Japan
 Owners V/O Sudoimport
 Address Moscow, U.S.S.R.
 Managers -
 Address -
 Port of Registry Odessa
 Date of last survey in drydock 3rd February, 1962.

DISCLOSED SECTION

No. 845 D

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.

S. Iwasaki Builder's Signature

FEES, etc.

Special Survey fee ¥5,115,600.-
 Travelling expenses -
 Late attendance fees -
 Fees applied for Received
 Classification Certificate to be sent to Kobe
 Date of issue 4 MAY 1962
 Has an Interim Certificate been issued? Yes, No. FE-76637 (copy attached)

This Ship in my opinion is eligible to be classed:-
 (Special notations where part of class to be stated)
 +100A1 Oil Tanker
 "Longitudinal Framing"
 "Ice Class 3"
 "Part Electrically Welded".

Signature J.F.K. Tobin Surveyor to Lloyd's Register of Shipping

Committee's Minute FRIDAY 27 APR 1962
 Character Assigned +100 A1 Oil Tanker
 See class 3.

LACP. DS. 2-62

Write to (the) office

+ LMCES
 ABS }
 TS(C2) } 2.62
 SPS }

Noted for Header



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NEED FOR POSTING 744

STEEL

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

Plates:— Fuji Iron & Steel Co., Ltd. 

Sections:— Fuji 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.

Particulars of Special Quality Steel used P2 Grade 'D'.
(Advice notes to be forwarded separately with plan showing disposition of these plates)

ELECTRIC WELDING

Parts of main structural importance electrically welded All welded construction employed with the exception of riveted connect amidships as follows - One seam in deck and one seam in bottom in way of longitudinal bulkheads (P. & S.), Str angle (P.&S.), Lower edge of sheerstrake (P.&S.), Seams at upper and lower turn of bilge.

Parts examined by radiography Cross joints of butts and seams in shell and deck within midship half length and in of break at poop front.

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	Fabricated Mild Steel	Mitsubishi Shipbuilding & Engineering Co., Ltd., Hiroshima
Upper & Lower Rudder Shear brackets	Forged Steel	Mitsubishi Shipbuilding & Engineering Co., Ltd., Hiroshima
Rudder Pintles	Cast Steel	Mitsubishi Shipbuilding & Engineering Co., Ltd., Hiroshima
Stern frame	Cast Steel & Fabricated Mild Steel	Mitsubishi Shipbuilding & Engineering Co., Ltd., Hiroshima
Rudder mainpieces	Forged Steel	Kawasaki Steel Corp., Hyogo Works, Kobe <input checked="" type="checkbox"/>
Rudder head	Cast Steel	Mitsubishi Shipbuilding & Engineering Co., Ltd., Hiroshima
Quadrant	-	-
Tiller	Cast Steel	Mitsubishi Shipbuilding & Engineering Co., Ltd., Nagasaki
Rudder Coupling Bolts	Forged Steel	Mitsubishi Shipbuilding & Engineering Co., Ltd., Hiroshima

GENERAL PARTICULARS

Steering gear (Type & Maker) Electro-Hydraulic-4 Cylinder Two independent sources of electric with double independent wiring in con with two electric motors, also hand Auxiliary steering gear pump operable in steering gear compar
Two Electric Motors made by Nishishiba Denki K.K., Himeji, Japan.
Steering Gear made by Mitsubishi S.B. & E. Co., Ltd., Nagasaki, Japan
Steering chains (Size & test) Windlass (Type & Maker) Steam - Tokyo Kikai Co., Ltd.

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:— None Fitted.

EQUIPMENT

Number 8281.28 M²

Letter 91

ANCHORS

Certificate No.	Anchor	Weight of Anchor			Weight of Stock (if any)			Test per Certificate			Rule weight	Description of Anchor	Where and when tested
		cwt	qrs	lbs	cwt	qrs	lbs	Tons	swt	qrs			
Y-17630	Bower (1)	134	3	27			81	0	0	0	134 3/4	Latest Improved Halls Type	Tokyo, Japan 29th Sept., 1961
Y-17631	" (2)	135	0	21			81	0	0	0	134 3/4	Stockless with S.C. Head,	Tokyo, Japan 29th Sept., 1961
Y-17632	" (3)	135	3	3			81	0	0	0	134 3/4	Shank, Shackle & F.S. Pins	Tokyo, Japan 29th Sept., 1961
	Coll. wt.	405	3	23							404 1/2		
Y-17633	Stream	41	3	7	10	3	8	37	3	0	0	Admiralty Pattern with S.C. body, stock & shackle & FS Pin	Tokyo, Japan 29th Sept., 1961

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.			
CC-73095	615.158	73	195550	273900	71566	70079	605	73	Electrically Welded Special Steel Stud Link Chain Cable	Komatsu Mfg. Co., Ltd., Osaka, Japan	Osaka, Japan 16th Sept., 1961
Stream wire	285	6"	107.1	2180					Galvanised Steel Wire Rope (6x24 Constr.)	Tokyo Rope Mfg. Co., Ltd., Japan	Kokura, Japan 22nd December, 1961

Are joining shackles of the lugless type fitted? Yes

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.) cwt.s. qrs. lbs	Surveyors' Initials	Date of Test
	Length	Circ. or dia.	Ins. or dia.	Tons or kilograms	Ins. or dia.	Ins. or dia.					
Towline	510	7 inch circ.	158.8	255	7	7	Bower (1) Tokyo Steel Casting Co., Ltd.	Y-17626	87-2-8	KI	25th Sept., 1961
							" (2) Tokyo Steel Casting Co., Ltd.	Y-17627	87-3-2	KI	25th Sept., 1961
							" (3) Tokyo Steel Casting Co., Ltd.	Y-17628	88-0-18	KI	25th Sept., 1961
Mylon Mooring Ropes	12 at 22M dia.	70mm dia.	95000 kg to 100000 kg				Stream Tokyo Steel Casting Co., Ltd.	Y-17629	41-3-7	KI	25th Sept., 1961

PARTICULARS FOR REGISTER BOOK (feet & inches)

Moulded length (see Key to Register Book) 639'-9" Moulded breadth 88'-7" Moulded depth 46'-9"

Number and material of decks One - steel

Length of Poop 141'-8" R.Q.D. - Bridge - Fo'cle 85'-8" 82' Trunk -

Overall length 679'-1 1/2" Extreme breadth 88'-10 1/2" Rise of floor 4"

Is ship of O.S.D. Type? No - Oil Tanker Is ship of C.S.D. Type? No - Oil Tanker Is duct keel fitted? No

Is longitudinal framing fitted? (state where) Yes - Throughout except side shell in way of boiler room and forward deep tank and in way of peaks.

Is strengthening for navigation in ice fitted? (state class) Yes - "Ice Class 3"

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? - Motorship

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) Oil Tanker with two longitudinal bulkheads.

Bulkheads in ship extending to Upper deck on frame numbers:— 13, 53, 55, 59, 63, 67, 71, 73, 79, 83, 87, 91. Total = 14 11 f. RB

Bulkheads in ship extending to deck below upper deck on frame numbers:— 92 & 111 (Bulkheads at frames 63, 75 & 87 are wash bulkheads in wing tanks) Total = -

Is E.S.D. fitted? Yes Is Radar fitted? Yes Is Position Fixing Device fitted? Yes

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 F.W. only No. 2 F.W. only O.F. (P&S) & F.W. (Cr) at Forward end of E.R.
~~No. 3~~ ~~No. 4~~ ~~No. 5~~ ~~No. 6~~ ~~No. 7~~ ~~No. 8~~ ~~No. 9~~ ~~No. 10~~ ~~No. 11~~ ~~No. 12~~

Fore peak tank 679.1 Tons After peak tank 231.5 Tons ~~Midship deep tank~~
~~Deep tank fwd~~ Deep tank fwd. O.F. only Heavy F.O. Settling Tanks end of machinery space. F.W. aft on steering gear
~~Tanks on sides of main deck~~ ~~Tanks on wing of main deck~~ ~~Deck tanks~~ ~~Other tanks at forward end of machinery~~
~~Side tanks~~ ~~Wing tanks~~ O.F. cross bunker and sett.

If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:— None

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.)

The following approved plans were forwarded with the C.11 report:—

- 1) Midship Section & Typical Oil Tight Bulkhead.
- 2) Construction Profile & Deck Plan (Sheets 1 & 2)

The following approved plans are forwarded herewith:—

- 1) Oil Tight and Watertight Bulkhead.
- 2) Shell Expansion.
- 3) Stern Frame.
- 4) Rudder.
- 5) Forward Deep Tank
- 6) Aft Peak Construction.
7. Fore Peak Construction.

The following "As Built" plans are forwarded herewith:—

- 1) Midship Section & Typical Oil Tight Bulkhead.
- 2) Construction Profile & Deck Plan (Sheets 1 & 2).
- 3) Oil Tight and Watertight Bulkhead.
- 4) Shell Expansion and Framing.
- 5) Stern Frame.
- 6) Rudder

The following additional plans are also forwarded:

- 1) Capacity Plan with Deadweight Scale.
- 2) Plan showing the distribution of P2 Grade 'D' Steel (copy also placed on board).
- 3) General arrangement Plan.

Copies of the following certificates are also enclosed:—

- 1) Interim Classification Certificate No. FE-76637 issued at Kobe and dated 24th February, 1962.
- 2) Short Term Load Line Certificate No. LLST-76638 issued at Kobe and dated 24th February, 1962.
- 3) Certificate for Forged Steel Rudder Stock No. M-72549 issued at Kobe and dated 28th August, 1961.
- 4) Certificate for Upper and Lower Rudder Castings No. M-11622 issued at Shimonoseki and dated 20th October, 1961.
- 5) Certificate for Forged Steel Rudder Coupling Bolts No. M-11623 issued at Shimonoseki and dated 20th October, 1961.
- 6) Certificate for Upper and Lower Rudder Pintles No. M-11625 issued at Shimonoseki and dated 20th October, 1961.
- 7) Certificate for Sternframe Steel Castings No. M-11629 issued at Shimonoseki and dated 20th October, 1961.
- 8) Certificate for Towline and Streamwire No. M-11903 issued at Shimonoseki and dated 29th December, 1961.
- 9) Certificates for Nylon Mooring Ropes Nos. M-75339 & M-75384 issued at Shimonoseki and dated 19th & 21st December, 1961.
- 10) Certificate for Cast Steel Tiller No. M-9492 issued at Nagasaki and dated 27th October, 1961.
- 11) Certificate for Steering Gear No. M-9480 issued at Nagasaki and dated 27th October, 1961.
- 12) Mill Sheets for P2 Grade 'D' Steel.

~~SPECIAL FEATURES~~

Rpt.

Port of

KOBE

Continuation of Report No. FE-10257

dated 24th March, 1962

on the

"LUGANSK"

Cargo Tank Capacities at 35 Ft³/Ton. (Numbered from forward)

No.	Centre Tanks	Wing Tank (P)	Wing Tank (S)
	Tons	Tons	Tons
1	2989.9	1968.2	1968.2
2	2990.4	1156.8	1156.8
3	2990.4	2313.6	2313.6
4	2990.4	1157.1	1157.1
5	2990.4	2303.0	2303.0
6	2990.4	1067.2	1067.2
7	2990.4		
8	2990.4		
9	2990.4		

Capacities of Dry Cargo Space Forward:—

Grain Capacity = 2580.9 ft³
 Bale Capacity = 2332.0 ft³

J. J. John

-6 APR 1962