

F.E. FROM ACCTS.	21/12
F.E. FROM Rpt. 1	31/12
PLANS R. D.	21/12
CERTS. REC'D.	31/12
TO RPTIS. DEPT.	4/1

DISCLOSED
SECTION
No. 946

S/R

DISCLOSED
SECTION
No. 946

14 DEC 1959
No. 3040

Port YOKOHAMA

Date of completing report 9th November, 1959 When handed in at Local Office 19th November, 1959 Received London

Survey held at 4/1 Yokohama

First Visit 9th January, 1959 Last Visit 1st October, 1959 No. of Visits 62

FIRST ENTRY SHIP REPORT

ON THE ~~SS~~/MS "KOWA MARU"

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)*	640' - 0" <input checked="" type="checkbox"/>	Built at	Yokohama, Japan
Breadth (D 202 of Rules)	90' - 0" <input checked="" type="checkbox"/>	Launched	20th June, 1959 Yard No. 760
Depth (D 203 of Rules)	46' - 0" <input checked="" type="checkbox"/>	Builders	Tsurumi Shipyard, N.K.K.
Draught (summer moulded) (D 204 of Rules)	34.60'	Owners	Taiheiyo Kaiun K.K.
Deck Factor "F" excluding d ₁	-	Address	Tokyo, Chiyodaku, Marunouchi, 2-1, Tokyo
" " "F" including d ₁	-	Managers	-
Gross tonnage	21,973.63	Address	-
Net tonnage	13,023.14	Port of Registry	Tokyo, Japan
Official number	32924	Date of last survey in drydock	20th September, 1959
Signal letters	J.F.S.O.		

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 - (3505 m/ms assigned by N.K.K.)

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.

H. Asanuma
TSURUMI SHIPYARD
Builder's Signature

NIPPON KOKAN KABUSHIKI KAISHA
1, 2-CHOME, SUEHIRO-CHO, TSURUMI-KU,
YOKOHAMA, JAPAN

FEES, etc.

Special Survey fee *HULL FIRST ENTRY* ¥ 4,193,140.-
Travelling expenses ¥ 15,000.-
Late attendance fees
Fees applied for DEC. 7. 1959 Received
Classification Certificate to be sent to yokohama
Date of issue 23.2.60
Has an Interim Certificate been issued? Yes F.E. 164

This Ship in my opinion is eligible to be classed:— ☒ 100 A1
(Special notations where part of class to be stated)
Oil Tanker, "Longitudinal Framing"

"Part. Electrically Welded"

For T.C. Marshall & Selves.

Signature *L. Thiep*
Surveyor(s) to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

FRIDAY 29 JAN 1960

+100 A1

oil tanker

DS 9.59

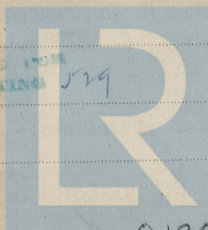
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012585-012590-01

STEEL

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

Plates:— Japan Steel Works, Ltd., Muroran Works, Muroran, Japan
Nippon Kokan Kabushiki Kaisha, Tsurumi Iron Works, Tsurumi, Yokohama, Japan.

Sections:— Nippon Kokan Kabushiki Kaisha, Kawasaki Iron Works, Kawasaki, Japan.

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.)
42mm Plates at shell Electric furnace process ✓
Except above Open hearth process ✓

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

42mm sheerstrakes at poop break P. 5 steel and Normalised
31mm keel., 30.5mm. bottom & bilge shell,) in .5 L X
30.5mm stringer & deck pl., 35mm sheerstrake } P.403 steel of the 1956 Rules
34 & 30.5 mm deck pl., 37mm stringer & deck pl. } at poop break

ELECTRIC WELDING

Parts of main structural importance electrically welded All main hull structure electrically welded except the following which is rivetted. Seams within 3/4L amidships stringer angle, outboard seam of upper Deck stringer plate, sheerstrake, upper & lower tween of bilge, one seam of bottom shell at outside of L.B.H.D., one seam of deck pl. at inner side of L. B.H.D.

Parts examined by radiography

Welded seam and butt cross points and at butt joints of shell and upper deck at 3/4 L. X. Number of examined parts { bottom shell - 102
side " - 36
upper deck - 130

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	Mild Steel Plate, fabricated	N.K.K., Tsurumi Iron Works
Shaft brackets	-	-
Sternframe	Steel Casting	Amagasaki Steel Works, Ltd., Amagasaki, Japan ✓
Rudder mainpiece or post	Steel Casting	Nippon Casting Co., Ltd., Kawasaki, Japan ✓
Rudder head	Steel Forging	Japan Steel Works, Ltd., Muroran Works ✓
Quadrant	-	-
Tiller	Steel Forging	Nagasaki Shipyard, Mitsubishi Zosen Co., Ltd., Nagasaki, Japan. ✓

GENERAL PARTICULARS

Steering gear (Type & Maker) Rapson Slide Type with Janney Pump ✓ Nagasaki Shipyard Auxiliary steering gear Hand Pump (plunger type) ✓

Steering chains (Size & test) None Windlass (Type & Maker) Steam driven, Fukushima Seisakusho ✓

Ceiling in holds (Material & thickness) None ✓ Are cargo battens fitted in holds? No ✓ in 'tween decks? No ✓

Parts of bottom plating on which cement or an approved composition is laid (if fitted):— None

Particulars of composition (if any):— None

Insulated cargo compartments (if any):— None

Parts of structure of material other than steel (if any):— Compass deck front, bulwark plate - Aluminium Alloy

If mechanical ventilation is fitted, state in which cargo spaces:— No

If cathodic protection is fitted, state in which tanks:— Nos. 1 to 10 centre tanks, Nos. 3, 5 & 7 Wing Tanks, total number = 743 anodes.

Maker & material - Nippon Corrosion Engineering Co., Ltd. "Mg-52T" Type, Magnesium Anodes.

q f

CHAIN CABLES

YES KENTER TYPE

CAST STEEL ANCHOR HEAD DROP TEST

PARTICULARS FOR REGISTER BOOK (feet & inches)

Moulded length (see Key to Register Book) 640' - 0" ✓ Moulded breadth 90' - 0" ✓ Moulded depth 46' - 0" ✓

Number and material of decks..... One steel ✓

Number and material of decks.....
 Length of Poop 136' - 9 $\frac{3}{4}$ " 134' R.Q.D. - Bridge - Fo'cle 82' - 1 $\frac{1}{4}$ " 80' Trunk -

Overall length 667' - 10" ✓ Extreme breadth 90' - 4.3/16" ✓ Rise of floor 3.94" ✓

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 sides 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?..... Motorship ✓

Is the ship (if not an oil tanker) fitted for carrying oil as cargo? Oil Tanker ✓ 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)	Rule number of Bulkheads
	101

Bulkheads in ship extending to Upper deck on frame numbers:— 12, 60, 64, 68, 72, 76, 80, 84, 88, 92, 96, 100, 121 Total = 13

Bulkheads in ship extending to deck below upper deck on frame numbers:— 105 & 113 Total = (2)

Is E.S.D. fitted? Yes Is Radar fitted? Yes Is Position Fixing Device fitted? No

Is D.F. fitted? Yes Is Gyro Compass fitted? Yes Is Submarine Signalling apparatus fitted? No

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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. 2 130.17 (FW) No. 3 192.60 (D.O.) No. 4 118.54 (FW) No. 5 17.17 (FW) No. 6 59.61 (FW)
Feed Water Diesel Oil Fresh Water F.W. Overflow Cooling Water
No. 7 75.57 (O.F.) No. 8 — No. 9 — No. 10 — No. 11 — No. 12 —
F.O. Overflow

Fore peak tank 860.17 After peak tank 263.65 Midship deep tank —
Deep tank aft No. 2 F.O.T. 1347.43 (OF) Deep tank fwd. No. 1 B.W.T. — 722.03 No. 1 F.O.T. 1396.86 (O.F.) Topside tanks —

Tanks at sides of tunnel — Tanks in way of tunnel — Deck tanks 39.86 (FW)

Side tanks — Wing tanks — Other tanks No. 4 F.W. Tank (P&Sa) 463.54 (FW)

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" × 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

SS "PRESIDENTE FLORIANO" Tsurumi Ship No. 749 and SS "PRESIDENTE DEODORO" Tsurumi Ship No. 750

Plans now forwardedApproved

Midship Section with partial revisions etc. ✓

Profile and Decks. ✓

After Part Construction I, II, III, IV, with part revisions. ✓

Fore Part Construction with revisions. ✓

Upper Deck Construction in way of Cargo Tanks. ✓

Construction within Cargo Tanks. ✓

Rudder. ✓

Calculation of Equipment Numeral. ✓

As Built

Midship Section. ✓

Shell Expansion. ✓

Sternframe. ✓

Construction Profile Decks. ✓

Sheets 1 & 2.

Rudder Construction. ✓

Capacity Plan. ✓

Certificates now forwarded

<u>Forging or Casting</u>	<u>Cert. No.</u>	<u>Port</u>	<u>Date</u>	
Rudder Stock	Y-13082	Yokohama	30-1-59	✓
Rudder Bottom Casting	Y-13729	Yokohama	6-2-59	✓
Rudder Top Casting	Y-13470	Yokohama	6-2-59	✓
Rudder Carrier	Y-13850	Yokohama	25-2-59	✓
Rudder Carrier Stopper	Y-13903	Yokohama	25-2-59	✓
Rudder Carrier Liner	Y-13777-A	Yokohama	6-2-59	✓
Rudder Carrier Distance Piece	Y-13777-B	Yokohama	6-2-59	✓
Upper & Lower Sternframe	M-6847	Shimonoseki	7-4-59	✓
Sternframe Reamer Bolts	M-6092	Shimonoseki	17-3-59	✓
Rudder Pintle & Nuts	Y-14013-A, B	Yokohama	26-3-59	✓
Tiller & Two Crossheads	M-4946	Nagasaki	21-2-59	✓

SPECIAL FEATURES

None



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