

Rpt. 1

DISCLOSED
SECTION

Port HIROSHIMA

No. FE-3008

Date of completing report 28th October 1963

When handed in at Local Office 28th October 1963

Received London

2 DEC 1963

Survey held at Hiroshima, Japan

First Visit 10th January

Last Visit 4th October 1963

No. of Visits 68

DISCLOSED
SECTION

FIRST ENTRY SHIP REPORT

No. 850 A

ON THE SS/MS

"LIKHOSLAVL"

F.E. FROM ACCTS.	18/12/63
F.E. FROM ADMIN.	20/12/63
PLANS RECD.	12/12/63
CERTS. RECD.	12/12/63
TO RPTS. DEPT.	30/12/63

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 (=639.76Ft)
 Breadth (D 202 of Rules) 27M (=88.58Ft)
 Depth (D 203 of Rules) 14.25M (=46.75Ft)
 Draught (summer moulded) (D 204 of Rules) 10709mm (=35.13Ft)
 Deck Factor "F" excluding d_t -
 " " "F" including d_t -
 Gross tonnage 22371.10
 Net tonnage 15746.77
 Official number 981
 Signal letters U.D.U.F.

Built at Hiroshima, Japan
 Launched 22nd May 1963 Yard No. 161
 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 21st September, 1963

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 Certified Copies

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.

Y. Kaneda
General Manager,

Builder's Signature

FEES, etc.

L.H. ASSIGNMENT ¥123,000

Hiroshima Works, Mitsubishi Shipbuilding & Engineering Co., Ltd.

Special Survey fee ¥5,350,000

Travelling expenses

Late attendance fees Nil

Fees applied for Received

Classification Certificate to be sent to The Surveyors, Hiroshima

Date of issue 24 FEB 1964

Has an Interim Certificate been issued? Yes No. FE-15042
(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(s) to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

LACP

FRIDAY 14 FEB 1964

+ 100A1 Oil Tanker
DS 9.63 Ice Class 3+ LMC
ES
ABS
TS(CA)
SPS
10-63

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012734-012743-0308 1/2

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

Plates:— The Fuji Iron and Steel Co., Ltd., Hirohata Works, Japan

Sections:— The Fuji Iron and Steel Co., Ltd., Kamaishi Works, Japan

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules?

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

Particulars of Special Quality Steel used P2 Grade "D" as given below
(Advice notes to be forwarded separately with plan showing disposition of these plates)

Upper Deck from Fr.45 $\frac{1}{2}$ -83 $\frac{1}{2}$ including deck doublers above 20,5mm

Bottom Shell Plating to upper turn of bilge from Fr. 54 $\frac{1}{2}$ -83 $\frac{1}{2}$

Sheerstrake from Fr. 51-82 $\frac{1}{2}$

Parts of main structural importance electrically welded. All welded construction employed with the exception of riveted connections amidships as follows - One seam in deck and one seam in bottom in way of longitudinal bulkhead(P&S), Stringer 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 way of break at poop front

Were the electrodes used of types approved by the Committee?

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 RESCUE PINTLES	Forged Steel	Mitsubishi Shipbuilding & Engineering Co., Ltd., Hiroshima ✓
Stem frame	Cast Steel	Mitsubishi Shipbuilding & Engineering Co., Ltd., Hiroshima ✓
Rudder mainpiece WOOD	Cast Steel & Fabricated Mild Steel	Mitsubishi Shipbuilding & Engineering Co., Ltd., Hiroshima ✓
Rudder head	Forged Steel	Mitsubishi Steel Mfg. Co., Ltd., Nagasaki ✓
RUDDER COUPLING BOLTS WOOD	Forged Steel	Mitsubishi Shipbuilding & Engineering Co., Ltd., Hiroshima ✓
Tiller	Cast Steel	Mitsubishi Shipbuilding & Engineering Co., Ltd., Nagasaki ✓

Steering gear (Type & Maker) Electro Hydraulic-4 cylinder electric motors and two rams. Also hand hydraulic pump operable in steering gear compartment.

Shiba Denki K.K. Himeji, Japan Steering Gear made by Mitsubishi S.B.&Eng.Co., Ltd., Nagasaki.

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.

ANCHORS

Number 8281.28M²

Letter q+

[illegible][illegible]

Are joining shackles of the lugless type fitted? **Yes**

CAST STEEL ANCHOR HEAD DROP TEST

[illegible]

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 1/4" 82' Trunk -

Overall length 679'-1 1/2" ✓ Extreme breadth 88'-10 1/4" ✓ 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

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, 75, 79, 83, 87, 91, 92 & 911 (Bbds at Frs. 63, 75 & 87 are swash blds)

Bulkheads in ship extending to deck below upper deck on frame numbers:—

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 ~~No. 1~~ F.W. only No. 2 ~~No. 2~~ F.W. only ~~No. 3~~ O.F. (P&S) & F.W. (Cr) at forward end of Engine Room. ~~No. 4~~ ~~No. 5~~ ~~No. 6~~ ~~No. 7~~ ~~No. 8~~ ~~No. 9~~ ~~No. 10~~ ~~No. 11~~ ~~No. 12~~

Fore peak tank 679.1Tons ✓ After peak tank 231.5Tons ✓ Midship deep tank —
 Deep tank aft — Deep tank fwd. (P&S) O.F. only ✓ Topside tanks { Heavy F.O. Settling tanks (P&S)
 at aft end of Machinery Space
 F.W. aft on Steering Gear Fl.
 Tanks at sides of tunnel — Tanks in way of tunnel — Deck tanks —
 Side tanks — Wing tanks — Other tanks O.F. Cross Bunker and Settling
 at forward end of machinery

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 copies of approved and "as built" plans are forwarded herewith,

- 1) Midship Section and Typical Oil Tight Bulkhead. ✓
- 2) Construction Profile and Deck Plan (Sheet 1). ✓
- 3) " " " " (Sheet 2). ✓
- 4) Shell Expansion. ✓
- 5) Oil Tight and Watertight Bulkhead. ✓
- 6) Stern frame. ✓
- 7) Rudder. ✓

The following plans are also forwarded herewith,

- 1) Plan showing the distribution of P2 Grade "D" steel (copy placed on board) ✓
- 2) Capacity Plan with deadweight scale. ✓

Copies of the following certificates are also enclosed,

- 1) Interim Classification Certificate No. FE-15042. ✓ Hiroshima 4th October 1963.
- 2) Certificate for Forged Steel Rudder Stock No. M-10468. ✓ Nagasaki 23rd February 1963.
- 3) Certificate for upper and lower Rudder Castings No. M-15104. ✓ Shimonoseki 27th May 1963.
- 4) Certificate for Forged Steel Rudder Coupling Bolts No. M-15103. ✓ Shimonoseki 27th May 1963.
- 5) Certificate for Upper & Lower Rudder Pintles No. M-15102. ✓ Shimonoseki 27th May 1963.
- 6) Certificate for Stern Frame Steel Castings No. M-15106. ✓ Shimonoseki 27th May 1963.
- 7) Certificate for Towline No. M-13804. ✓ Shimonoseki 9th July 1963.
- 8) Certificate for Cast Steel Tiller No. M-10621. ✓ Nagasaki 24th April 1963.
- 9) Certificate for steering gear No. M-10661. ✓ Nagasaki 21st June 1963.
- 10) Mill Sheets for P2, Grade "D" steel. ✓

SPECIAL FEATURES

- 1) Similar Ships:— Builders No. 145 "LUGANSK".
 Builders No. 146 "LEBEDIN".

- 2) Extent of Shot Blasting Carried out on ship's structure as follows:—

- a) Internal & External surfaces of shell plating.
- b) Both sides of all bulkheads, upper and superstructure deck plating.
- c) Transverses, centre girder, webs and horizontal girders in cargo spaces.



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