

DISCLOSED Rpt. 1
SECTION
No. 1065

Port KOBE

No. FE-10186

SECTION

No. 1065

Date of completing report 20th Aug. 1962

When handed in at Local Office 21st August, 1962 Received London

Survey held at Osaka, Japan

First Visit 7th Dec., 1961

Last Visit 17th July, 1962

No. of Visits 81

FIRST ENTRY SHIP REPORT

ON THE SS/MS

"OKHOTSK"

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 Full scantling suitable for a summer draught measured from top of keel 9.343 metre. Is machinery fitted aft? Yes (Semi Aft)

Length (D 201 of Rules)* 143^M 300

Breadth (D 202 of Rules) 21^M 000

Depth (D 203 of Rules) 12^M 500

Draught (summer moulded) (D 204 of Rules) 9^M 343

Deck Factor "F" excluding d_t -

" " "F" including d_t -

Gross tonnage 11,105.87

Net tonnage 6,336.97

Official number -

Signal letters U S K Y

Built at Osaka, Japan

Launched 20th March, 1962

Yard No. 3923

Builders Hitachi Shipbuilding & Engineering Co., Ltd.,
Sakurajima Shipyard, Osaka, Japan.

Owners V/O "Sudoimport" U.S.S.R.

Address Smolenskaja Pl, 32-34, Moscow, U.S.S.R.

Managers -

Address -

Port of Registry Vladivostok

Date of last survey in drydock 11th June, 1962.

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.

K. Sasaki

Builder's Signature

K. Sasaki

Director, Yard Manager

Hitachi Shipbuilding & Engineering Co., Ltd.

Sakurajima Shipyard

+100A1

This Ship in my opinion is eligible to be classed:—
(Special notations where part of class to be stated)

"Longitudinal framing at bottom & deck"

"Part electrically welded".

"Ice Class 3"

Signature

W.N.G. McCulloch

S. Noguchi

Surveyor(s) to Lloyd's Register of Shipping

W.N.G. McCulloch, K. Urayama & S. Noguchi

FEES, etc.

Special Survey fee

Travelling expenses

Late attendance fees

Fees applied for

Received

Classification Certificate to be sent to

Kobe Office

Date of issue

28 SEP 1962

Has an Interim Certificate been issued?

Yes

Committee's Minute

FRIDAY 21 SEP 1962

Character Assigned

+100A1 Ice Class 3

SS 6.62
LACA

+Lmc ms

aux B

spc

cc

7.62

Write Rpt

3m,3,61 T. (MADE AND PRINTED IN ENGLAND)

NOTED FOR
FEBRUARY 226



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Lloyd's Register
Foundation

012796-012800-0089/2

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 ⁴⁸³475 No. 2 ²⁷⁶272 No. 3 ²⁰⁹206 No. 4 ²¹²209 No. 5 (D.O.) No. 6 (O.F.)
No. 7 (O.F.) No. 8 (F.W.) No. 9 ²⁷²268 No. 10 — No. 11 — No. 12 —
Fore peak tank Upper 158 ¹⁶⁰ Lower 243 ²⁴⁷ After peak tank Upper (F.W.) Lower 290 ²⁹⁴ Midship deep tank —
Deep tank aft (O.F.) Deep tank fwd. — Topside tanks —
Tanks at sides of tunnel — Tanks in way of tunnel Combined with No. 9 D.B.T. Deck tanks —
Side tanks — Wing tanks — Other tanks Engine room tween deck P & S (F.W.)

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.)

Sister Ship: "OMCK" (Yard No. 3921) "ORENBURG" (Yard No. 3922)

List of Certificates Forwarded:

	No.	Port	Date
Stern Frame Boss Casting			
Stern Frame Upper Casting	M-74415	Kobe	17-11-61
Stern Frame Lower Casting			
Rudder Stock	M-75756	Kobe	11-1-62
Rudder Frame Upper Casting	M-75099	Kobe	9-12-61
Rudder Frame Lower Casting	M-74967	Kobe	4-12-61

List of Approved Plans Forwarded:

1. Midship Section) Forwarded with Rpt. C.11 to "OMCK" (Yard No. 3921).
2. Profile & Deck
3. Shell Expansion.
4. Framing Construction.
5. Stern Frame.
6. Rudder.
7. O.T. and W.T. Bulkheads.
8. Double Bottom in Cargo Space.
9. Double Bottom in Machinery Space.
10. Bow Construction.
11. Stern Construction.

Following As Fitted Plans Forwarded:

1. Midship Section.
2. Profile & Decks.
3. Grade 'D' Steel Arrangement.

SPECIAL FEATURES



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