



Регистр Союза ССР

АКТ № 6-656

ТЕХНИЧЕСКОЕ СОСТОЯНИЕ

Инспекция at Zhdanov

персонального
// ~~федерального~~ /
специального

освидетельствования судна

	По предыдущему осмотру	По настоящему осмотру
Корпуса		
Устройства . . .		
Механизмов . . .		
Электрооборудования		

- Название судна "В I О К О V O " Регистровый № -
 Тип судна dry-cargo steamer Валовая вместимость 6048 р. т.
 Владелец судна JUGOOCEANIAJA-KOTOR Мощность главных механизмов 2,750 i.h.p.
 Порт приписки KOTOR Дата последнего докования 23.03.63
 Год постройки судна 1927 Место настоящего освидетельствования the port of Zhdanov
 Материал корпуса Steel

Мною, инспектором Регистра СССР SCHERBAN N.A.17-18th November 19 63, произведено освидетельствование Anchor gear

(Дать краткую характеристику и заключение о состоянии корпуса, судовых устройств, снабжения, главных и вспомогательных механизмов и электрооборудования) after the damage and the undertaken repair at the Port of Zhdanov according to Captain Terzetta's request.

Short data about the vessel. L=133,96 m; B= 17,07 m; H= 8,79 m.

Classified Certificate is not shown. According to the Surveyor's Report of Lloyd's Register there is the term of navigation till February 1, 64.

In accordance with Captain's declaration and documents the following is stated.

On November 1, 1963 the vessel was on anchor (portside anchor) in the region of the Port of Kertch at the entrance to the Channel awaiting for pilot. Bearings of vessel's anchorage: Lat. 45°12.3' N Long 36°26.3' E. Weather: wind force 10, sea force 6. The vessel was in ballast. The same date at 17.30 p.m. when anchor heaving the damage of windlass happened: the leading toothed wheel was broken into two parts along the diameter, the struts and the hoops of the discshaft were also broken. To get free of anchor and in this way to save the vessel from going aground the Captain gave order to disconnect four shackles with anchor.

At the present surveying the anchor gear is in the following state: the windlass is repaired (two parts of the wheel connected with two steel discs, the struts and hoops changed by new ones), the portside anchor chain has four shackles, the starboard anchor chain has 9 shackles

(См. на обороте)

(calibre of chain is about 57 mm), two anchors (instead of lost anchor the spare one is stated), the trial of anchor windlass was done. The depth of anchors submerge is 7 metres. The extra weight was added to anchors (about 1,800 kilos to each anchor) for compensation the weight of anchor chain 45 metres long. The simultaneous heaving of the both anchors was done and then one of them. The speed of heaving of both anchors is about 3 metres per minute.

THE REASON OF DAMAGE.

1. The overloading of anchor chain in the result of wind strength.
2. Unsufficient strength of the cast iron details.

Measures for protecting of such damages: periodical and careful surveying and trial of windlasses.

REQUIREMENTS.

1. To add the left anchor chain with missing shackles but not less than 4 shackles.
2. Complete the vessel with reserve anchor.

В результате произведенного освидетельствования техническое состояние anchor gear найдено limited-suitable и his разрешена (на ~~хорошо~~) дальнейшая эксплуатация сроком only for a single voyage up to the repair base on condition of fulfilling the requirement No.1.

Установленный: район плавания _____

род груза _____

количество пассажиров _____

Срок действия удостоверения на годность плавания продлен до (указать дату) may be remained under the condition of the valuable repair of the windlass.

Отметка о классе _____

Инспектор Регистра СССР _____

(подпись)

Фамилия и должность лиц, присутствующих при осмотре _____

Captain TERZETTA

Акт проверен и копия послана _____

/ Начальник Инспекции Регистра СССР _____

(подпись)

21/xi-63

19 г.

Копию акта получил _____



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Foundation