

4-NOV 1963

Ship's Name ~~S/S~~MS "LEBEDIN" Gross tons 22226

Is there a rpt. 8? Yes Port KOBE Rpt. No. 11990

No. of visits 2 First date 13th Sept., 1963 Last date 16th Sept., 1963
Interim Cert. issued Yes, BL-92336 Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 24th Sept., 1963 Surveyed at, if different from Port above Aioi

Is a rpt. 9B attached? Yes MN Nature of survey Part CSM

Survey fees CSM \$15,000.- Damage fee - Expenses \$2,000.-
W4T Rep. 5,000.- S.A. fee -

MAIN ENGINES ~~1500 HP~~ I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons & rods Nos. 5 & 8 cylinder covers, Good
- 2 Valves & gears Crankshaft driving gear - as report.
- 3 Con. rods, top ends & guides centre Side
- 4 Crankpins & bearings centre Side
- 5 Journals & bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

- 6 Cyls., covers, pistons & rods 7 Con. rods & top ends
- 8 Crankpins & bearings 9 Journals & bearings
- 10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

- 11 Cyls., covers, pistons & rods 12 Con. rods & top ends
- 13 Crankpins & bearings 14 Journals & bearings

MAIN TURBINES (State Port—P or Starboard—S)

- 16 Casings, rotors, blading, bearings & thrusts 15 Levers

- 17 Reduction gearing
- 18 Scavenge blowers 19 Superchargers

I recommend that the machinery of this ship remain as classed with ~~current~~ fresh record of CSM (with date) on completion and subject to the camshaft driving gears being specially examined by March 1964 (six months limit).

ALSO FOR
SPL FOR
TRO
SRL ✓
POSTING
HEADER
CERT

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

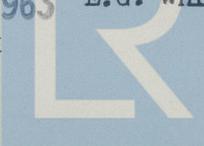
E.G. White
Surveyor to Lloyd's Register of Shipping

ht Date of Committee

TUESDAY - 3 DEC 1963 E.G. White

Minute

As now subject



Lloyd's Register Foundation

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this does not apply to the machinery on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be omitted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where repairs have been effected or it is

20	Exhaust steam turbines (with recip. eng.)	21	Thrust blocks shafts & bearings		
22	Steam compressors	23	Intermediate shafts & bearings		
24	Clutches & hydraulic couplings	25	Condensers (main & aux.)		
26	Steam re-heaters	27	Air ejectors (main & aux.)		
28	De-superheaters	29	Forced &/or induced draught fans		
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	32	Detuner or vibration damper
33	Main engine driven pumps				

State
Port P. or
Starboard S.

34 Crankcase doors & explosion relief devices

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

36 Essential independent pumps

37 Bilge, ballast & oil fuel suction lines, fittings & controls

38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

39 Fresh water coolers

40 Lub. oil coolers

41 Heaters (state service)

42 Feed water filters

43 Auxiliary air receivers & safety devices

44 Starting air pipes

45 Main air receivers & safety devices

46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

49 Evaporators HP & LP

50 Distillers

51 Fire extinguishing arrangements

52 Steering machinery

53 Windlass

AUXILIARY ENGINES

Identify
by
position

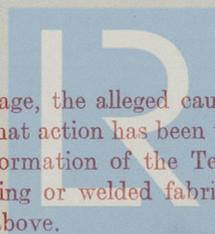
PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Wear and Tear Repairs:

Nos. 5 & 8 cylinder covers skimmed in way of joint ring. It was noted that the crankshaft cam gear wheel teeth were fitted slightly across the load surface.

The Owners representative stated that it would be in order to put the machinery as a CSM basis.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.



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