

3. MAR. 1966

Ship's Name ~~SS/MS~~ "Bijsk"

Gross tons 10684

Port of Registry Odessa

Port Copenhagen

Date of build 10-1964 Is there a rpt. 8? Yes

Rpt. No. 22324

No. of visits 7

First date 6.1.66.

Last date 17.2.66.

Interim Cert. issued & copy herewith? Yes

Damage rpt. issued & copy herewith? No

Last rpt. (H.Q. only)

Date of completing rpt. 28.2.66.

Surveyed at, if different from Port above Nakskov

Is a rpt. 9A attached? Yes

MN 2400

Nature of survey Guarantee Examination, ABS & TS

Survey fees

Damage fee

Expenses

S.A. fee

DOCKING

Propeller good

Sea connections

Oil gland

Fastenings good

Wear down of stern bush (if relined, state clearance before and after) rewooded (prior 2.3mm)

Has screw shaft been drawn? yes

Date of examn. 1.2.66.

Has shaft been changed? no

Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner? yes

Approved oil gland?

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, ~~DOWN~~ OR PRESS (State if oil fired—OF or exhaust gas—EG)
OF 4.2.66. good
EG 8.2.66. good
Steam Collector 8.2.66. good
Air heaters

MAIN

Superheaters

Safety valves good

Mountings, doors and fastenings good

Safety valves adjusted to { Sat OF 9kg/cm²
Spt OF 7kg/cm²
Steam collector 7kg/cm²

Boiler securing arrangements good

Main economisers

Exhaust gas heated economisers and their safety valves

Steam heated steam generators

Steam generator safety valves adjusted to

Forced circulating pumps good

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?

Funnel good
Were oil burning system & remote controls examined in accordance with rules? yes

I recommend that the machinery of this ship remain as classed with/without fresh record of

Please see Rpt. 9A

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

Date of Committee

Minute

Surveyor to Lloyd's Register of Shipping

FRIDAY 18 MAR 1966

See Rpt 9A

Lloyd's Register Foundation

ALSO FOR

SPL FOR

TRO

SPL

POSTING

HEADER

CERT

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is 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 counted 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

EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN
 AUXILIARY
 (over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY
Total kW or kVA		Total kW or kVA
a Generators		l Generators & governors
b Exciters		
c Air coolers		m Motors
d Motors		n Switchboards & fittings
e Air coolers		o Circuit breakers
f Control gear cables, etc.		p Cables
g Insulation resistance		q Insulation resistance
h Insulating oil test		r Steering gear generators & motors
i Overspeed governors		s Navigation light indicators
j Magnetic couplings		
k Air gap		

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. (Wear & Tear)

The screwshaft liner found somewhat torn in way of stern bearing and gland packing and the liner has now been turned off at the forward end to 604mm and at the after end to 601mm. After machining of the liner, imperfections like small pits were observed over large areas of the surface but the defect is not considered to be injurious. The lignum vitae in both ends of stern bush renewed. Finally the alignment between screwshaft and intermediate shafting checked and found satisfactory.

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 be reported above.

