

Rpt. 1

DISCLOSED
SECTION

Port KOBE

No.

No. FE-10725

Date of completing report 30th July, 1962

When handed in at Local Office 30th July, 1962

Received London 20 AUG 1962

Survey held at Hiroshima, Japan

First Visit 23rd Oct., 1961

Last Visit 28th June, 1962

No. of Visits 47

DISCLOSED
SECTION

No. 849 B

FIRST ENTRY SHIP REPORT

ON THE SS/MS

"LEBEDIN"

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)* 195^M (=639.76 ft.)

Built at Hiroshima, Japan

Breadth (D 202 of Rules) 27^M (=88.58 ft.)

Launched 8th March, 1962

Yard No. 146

Depth (D 203 of Rules) 14.25^M (=46.75 ft.)

Builders Mitsubishi Shipbuilding & Engineering Co., Ltd.,

Draught (summer moulded) (D 204 of Rules) 10677 mm
(=35.03 ft.)

Hiroshima, Japan.

Deck Factor "F" excluding d_t -

Owners V/O Sudoimport.

,, "F" including d_t -

Address Moscow, U.S.S.R.

Gross tonnage 22,226.24

Managers -

Net tonnage 15,360.43

Address -

Official number 904

Port of Registry Odessa

Signal letters U T K J

Date of last survey in drydock 28th 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 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.

DISCLOSED
SECTION

No. 849 B

FEES, etc.

Fre. 123.000

Special Survey fee

£5,248.600.-

Travelling expenses -

Late attendance fees -

Fees applied for Received

Classification Certificate to be sent to KOBE (H+9m)

Date of issue 19-9-1962

Has an Interim Certificate been issued? Yes, No. FE-80337
(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 to Lloyd's Register of Shipping

Committee's Minute FRIDAY 14 SEP 1962

Character Assigned

+100A1 Oil Tanker

SS 6.62

Ice Class 3

Lack

+Lmc ES

Aux B 7.62

Write up

Rmt.

Sps



© 2021


Lloyd's Register
Foundation


011665-011670-0107 '73

Cert. Dept. (Cable Rpt 9)

STEEL

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

Plates:— Fuji Iron & Steel Co., Ltd. 

Sections:— Fuji Iron & Steel Co., Ltd. 

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

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

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

ELECTRIC WELDING
Parts of main structural importance electrically welded. All welded construction employed with the exception of riveted connections amidship as follows - One seam in deck and one seam in bottom in way of longitudinal bulkheads (P & S), Stringer and (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? Yes

FORGINGS, CASTINGS AND FABRICATED PARTS

ITEM	FORGING, CASTING OR FABRICATED (Certificates to be forwarded)	MAKER'S NAME
Stem bar	Fabricated Mild Steel	Mitsubishi Shipbuilding & Eng.Co.,Ltd., Hiroshima
Upper & Lower Rudder Pintles	Forged Steel	Mitsubishi Shipbuilding & Eng.Co.,Ltd., Hiroshima
Sternframe	Cast Steel	Mitsubishi Shipbuilding & Eng.Co.,Ltd., Hiroshima
Rudder mainpiece	Cast Steel & Fabricated Mild Steel	Mitsubishi Shipbuilding & Eng.Co.,Ltd., Hiroshima
Rudder head	Forged Steel	Kawasaki Steel Corp., Hyogo Works, Kobe
Quadrant	-	Mitsubishi Shipbuilding & Eng.Co.,Ltd., Nagasaki
Tiller	Cast Steel	Mitsubishi Shipbuilding & Eng.Co.,Ltd., Hiroshima
Rudder Coupling Bolts	Forged Steel	-

GENERAL PARTICULARS

Steering gear (Type & Maker) Electro Hydraulic - 4 Cylinder
Two electric motors made by Nishishiba Denki K.K. Himeji, Japan.
Steering gear made by Mitsubishi Shipbuilding & Eng.Co., Ltd. Nagasaki, Japan.
Steering chains (Size & test) -
Auxiliary steering gear Steam - Tokyo Kikai Co., Ltd.
Windlass (Type & Maker) -
Are cargo battens fitted in holds? - in 'tween decks? -

Ceiling in holds (Material & thickness) -

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.

EQUIPMENT

Number 8281.28 M³

Letter 91

ANCHORS

Certificate No.	Anchor	Weight of Anchor cwt. qrs lbs	Weight of Stock (if any) cwt. qrs lbs	Test per Certificate Tons Cwt qrs lbs	Rule weight cwt. qrs lbs	Description of Anchor	Where and when tested
Y-18827	Bower (1)	136 3 2		81 0 0	134 ³ / ₄	Latest Improved Halls Type	Tokyo, Japan 25th Jan., 1962
Y-18828	" (2)	135 3 4		81 0 0	134 ³ / ₄	Stockless with S.C. head, shank shackle and F.S. pins	Tokyo, Japan. 25th Jan., 1962
Y-18829	" (3)	135 1 16		81 0 0	134 ³ / ₄		Tokyo, Japan 25th Jan., 1962
	Coll. wt.	407 3 22			404 ¹ / ₂		
Y-18830	Stream	42 0 13	12 1 16	37 18 0		Admiralty pattern with S.C. body, Stock & F.S. pin	Tokyo, Japan 25th Jan., 1962

CHAIN CABLES

Number of Certificate	Supplied Length Dia. metres m/m.	Test per Certificate Stat. Bkg. kgs. kgs.	Weight of Chain Cable Supplied kgs.	Rule kgs.	Length Dia. metres m/m.	Description and Material	Makers of Cable	Where and when tested
CC-76310	610.345 73	195550 273900	71504	70079	605 73SQ	Electrically welded Special steel Stud Link Chain Cable	Komatsu Mfg. Co., Ltd., Osaka Japan	Osaka, Japan 20th January 1962
Stream wire	285 6"	103.2	2220			Galvanised Steel Wire Rope (6 x 24 Constr.)	Tokyo Rope Mfg. Co., Ltd., Japan	Kokura, Japan 14th March, 1962

Are joining shackles of the lugless type fitted? Yes

TOWLINE AND MOORING ROPES

CAST STEEL ANCHOR HEAD DROP TEST

Item	Supplied Length Circ. or dia.	Breaking Test Tons or kgs.	Rule Length Circ. or dia.	Maker's Name	Certificate number	Weight (to include pins, etc.) cwt. qrs. lbs	Surveyors' Initials	Date of Test
Towline	510 7" circ.	159,500	255 7"	Tokyo Steel Casting Co., Ltd., Tokyo	Y-18823	88 0 18	IS	18th Jan. 1962
Nylon	12 at 70mm dia. to 224M	98000		" (2) do.	Y-18824	87 3 2	IS	18th Jan. 1962
Moorings		103,200 kgs		" (3) do.	Y-18825	87 2 8	IS	18th Jan. 1962
Ropes				Stream do.	Y-18826	42 0 13	IS	18th Jan. 1962

PARTICULARS FOR REGISTER BOOK (feet & inches)

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" 82' Trunk -

Overall length 679'-1 1/2" Extreme breadth 88'-10 1/2" 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 and forward deep tank and in way of peaks.

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 & 111 (Bulkheads at frames 63, 75 & 87 are wash bulkheads in wing tanks) Total = 14 11 for RB.

Bulkheads in ship extending to deck below upper deck on frame numbers: - Total = -

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

(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. 2 _____ No. 3 _____ No. 4 _____ No. 5 _____ No. 6 _____

Side tanks _____

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 certified copies or approved plans are furnished:

1) Midship Section and Typical Oil Tight Bulkhead.	2) Construction Profile and Deck Plan. (Sheets 1 & 2)
--	---

1) Oiltight and Watertight Bulkhead. 2) Shell Expansion.

7) Fore Peak Construction.

The following "As Built" plans are forwarded herewith:

1) Midship Section. ✓ ✓ 2) Construction Profile & Deck Plan (Sheets 1 & 2). ✓

5) Sternframe. ✓

1) Capacity Plan with Deadweight Scale. ✓

3) General Arrangement Plan.

1) Interim Classification Certificate NO. FE-80337 issued at Kobe and dated 14th July, 1962.

3) Certificate for Forged Steel Rudder Stock No. M-75557 issued at Kobe and dated 29th December, 1961.

5) Certificate for Forged Steel Rudder Coupling Bolts No. M-11863 issued at Shimonoseki and dated 8th March, 1962

6) Certificate for Upper and Lower Rudder Pintles No. M-11864 issued at Shimonoseki and dated 8th March, 1962.

7) Certificate for Sternframe Steel Castings No. M-11687 issued at Shimonoseki and dated 5th July, 1962.

8) Certificate for Towline and Streamwire No. M-12206 issued at Shimonoseki and dated 19th March, 1962.

9) Certificates for Nylon Mooring Ropes Nos. M-77272 & M-77273 issued at Kobe and dated 13th March, 1962.

19) Certificate for Cast Steel Tiller No. M- 9567 issued at Nagasaki and dated 20th December, 1961.

11) Certificate for Steering Gear No. M-9606 issued Nagasaki and dated 6th February, 1962.

12) Mill Sheets for P2 Grade 'D' Steel.

SPECIAL FEATURES

Port of

1

Continuation of Report/No. FE-10725*dated* 30th July, 1962 *on the*

Cargo Tank Capacities at 35 ft³/ton (numbered from forward).

Capacities of Dry Cargo Space Forward:-

Bale Capacity = 2332.0 ft³