

DISCLOSED SECTION

Rpt. 1

Port KOBE 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"

Machy recd 16/8
F.E. FROM ACCTS. 30 AUG 1962
F.E. FROM ADMIN/F 3/9
PLANS RECD } 30/8
CERTS. RECD. }
TO RPIS. DEPT 3/9

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)\* 195M (=639.76 ft.)
Breadth (D 202 of Rules) 27M (=88.58 ft.)
Depth (D 203 of Rules) 14.25M (=46.75 ft.)
Draught (summer moulded) (D 204 of Rules) 10677 mm (=35.03 ft.)
Deck Factor "F" excluding d, -
Deck Factor "F" including d, -
Gross tonnage 22,226.24
Net tonnage 15,360.43
Official number 904
Signal letters U T K J
Built at Hiroshima, Japan
Launched 8th March, 1962 Yard No. 146
Builders Mitsubishi Shipbuilding & Engineering Co., Ltd., Hiroshima, Japan.
Owners V/O Sudoimport.
Address Moscow, U.S.S.R.
Managers -
Address -
Port of Registry Odessa
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
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.

Builder's Signature T.M. for S. Iwasaki, General Manager, Hiroshima Works Mitsubishi Shipbuilding & Engineering Co., Ltd.

FEES, etc. Ae. 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 t100A1 Oil Tanker
SS 6.62 Ice Class 3
Lact +Lmc ES
Aux B 7.62
Write up Rmt. sps



Cent Serv (under 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. S

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

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	Mitsubishi Shipbuilding & Eng. Co., Ltd., Hiroshima

**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 -  
 Windlass (Type & Maker) **Steam - Tokyo Kikai Co., Ltd.**  
 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 M<sup>3</sup>** ✓

Letter **91** ✓

**ANCHORS**

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

**CHAIN CABLES**

Number of Certificate	Supplied		Test per Certificate		Weight of Chain Cable		Rule		Description and Material	Makers of Cable	Where and when tested
	Length	Dia.	Stat.	Bkg.	Supplied	Rule	Length	Dia.			
	metres	m/m.	kgs.	kgs.	kg.	kg.	metres	m/m.			
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		Breaking Test	Rule		Maker's Name	Certificate number	Weight (to include pins, etc.)	Surveyors' Initials	Date of Test
	Length	Circ. or dia.		Length	Circ.					
Towline	510	7" circ.	159,500	255	7	Tokyo Steel Casting Co., Ltd., Tokyo	Y-18823	88 0 18	IS	18th Jan. 1962
Nylon Mooring	12 at 224M	70mm dia. to 103200 kgs	98000			do.	Y-18824	87 3 2	IS	18th Jan. 1962
Ropes						do.	Y-18825	87 2 8	IS	18th Jan. 1962
						Stream	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'c'sle **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** ✓  
 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**

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:-		O.F. (P & S) & F.W. (Cr.) at Forward end of E.R.	
No. 1 F.W. only	No. 2 F.W. only	<del>xxxx</del>	<del>xxxx</del>
Fore peak tank	679.1 tons	After peak tank	231.5 tons
Deep tank aft	-	Deep tank fwd.	O.F. only
Tanks at sides of tunnel	-	Tanks in way of tunnel	-
Side tanks	-	Wing tanks	-
		Midship deep tank	-
		Topside tanks	(Heavy F.O. settling tank at aft end of machinery space. F.W. aft on steering gear flat.)
		Deck tanks	-
		Other tanks	(O.F. cross bunker and settling tank at forward end of machinery space)

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 of approved plans are forwarded herewith.

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

The following approved plans were forwarded with Report 1 for the sister ship "LUGANSK"

- 1) Oiltight and Watertight Bulkhead.
- 2) Shell Expansion.
- 3) Sternframe.
- 4) Rudder
- 5) Forward Deep Tank
- 6) Aft Peak Construction
- 7) Fore Peak Construction.

The following "As Built" plans are forwarded herewith.

- 1) Midship Section.
- 2) Construction Profile & Deck Plan (Sheets 1 & 2).
- 3) Oiltight and Watertight Bulkhead.
- 4) Shell Expansion and Framing.
- 5) Sternframe.
- 6) Rudder.

The following additional plans are also forwarded herewith.

- 1) Capacity Plan with Deadweight Scale.
- 2) Plan showing the Distribution of P2 Grade 'D' Steel (copy placed on board)
- 3) General Arrangement Plan.

Copies of the following certificates are also enclosed.

- 1) Interim Classification Certificate NO. FE-80337 issued at Kobe and dated 14th July, 1962.
- 2) Short Term Load Line Certificate No. LLST-80338 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.
- 4) Certificate for Upper and Lower Rudder Castings No. M-12133 issued at Shimonoseki and dated 5th July, 1962.
- 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.
- 10) 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

Rpt.

Port of

KOBE

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

on the

"LEBEDIN"

Cargo Tank Capacities at 35 ft<sup>3</sup>/ton (numbered from forward).

No.	Centre Tanks	Wing Tanks(p)	Wing Tanks(s)
1	2989.9	1968.2	1968.2
2	2990.4	1156.8	1156.8
3	2990.4	2313.6	2313.6
4	2990.4	1157.1	1157.1
5	2990.4	2303.0	2303.0
6	2990.4	1067.2	1067.2
7	2990.4		
8	2990.4		
9	2990.4		

Capacities of Dry Cargo Space Forward:-

Grain Capacity = 2580.9 ft<sup>3</sup>  
Bale Capacity = 2332.0 ft<sup>3</sup>

*J. J. Holin*