

Ship's Name ~~SM~~MS KOSMONAUT LR541221

Gross tons 10658 Port of Registry Odessa

Port Aden

Date of build 4-1963

Is there a rpt. 8? Yes

Rpt. No. 3953

No. of visits 3

First date 19.3.65

Last date 21.3.65

Interim Cert. issued
& copy herewith? YesDamage rpt. issued
& copy herewith? No

Last rpt. (H.Q. only)

Date of
completing rpt. 24.3.65

Surveyed at, if different from Port above

Is a rpt. 9B
attached? No

MN

Nature of survey Dmg. & CS.

CS Survey fees £10

Damage fee £15.

Expenses 15/-

S.A. fee £7.

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers,
pistons & rods No.2 - Good

2 Valves & gears No.2 - Good

3 Con. rods, cross-
heads, bearings
& 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 & rods7 Con. rods, cross-
heads & bearings8 Crankpins &
bearings9 Journals &
bearings10 Coolers &
safety devices

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

11 Cyls., covers
pistons & rods12 Con. rods, cross-
heads & bearings13 Crankpins &
bearings14 Journals &
bearings

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

16 Casings, rotors,
blading, bearings,
& thrusts

15 Levers

17 Reduction
gearing18 Scavenge
blowers

19 Superchargers

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

CSM (with date) on completion of the survey subject to any
outstanding conditions of Class being dealt with as
previously recommended.(Where conditions of class are recommended to
be retained, imposed, amended or deleted, particulars
must be stated above and on the interim certificate.)

P.H.Ferri.

Surveyor to Lloyd's Register of Shipping

Date of Committee

FRIDAY 23 APR 1965

Minute

AS now.

ALSO FOR

SPL FOR

TRO

SRL

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 subject 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 Examina-
tion. 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-super-heaters	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				
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

State
Port P. or
Starboard S.

Identify
by
position

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. DAMAGE stated sustained to the Main Engine No.2 unit.

The Chief Engineer stated that during a voyage Port Said/Aden on the 11th March 1965 the above unit piston rod and piston over-heated necessitating the removal of same. Due to a sudden squall the vessel's staff were unable to replace the components and the vessel proceeded to Aden on the remaining five cylinders.

NOW DONE:- The piston and liner of the No.2 unit found to have locally over-heated at several points with subsequent score marks but these are not of a serious nature. These areas dressed/honed, new piston rings fitted. The piston rod was badly scored and over-heated over its entire length also the packing/gland assembly components badly worn. A new piston rod and components for the gland now fitted and a subsequent engine trial has proved to be satisfactory. Piston rod identification "LLOYDS CPN No.1897 VL 8.3.63".

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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Foundation