

-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 &amp; 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 tube  
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, DONKEY OR PRESS

(State if oil fired—OF  
or exhaust gas—EG)

MAIN

OF 4.2.66. good

EG 8.2.66. good

Steam Collector 8.2.66. good

Air heaters

Superheaters

Safety valves good

Mountings, doors  
and fastenings good

EG

9kg/cm<sup>2</sup>Safety valves  
adjusted to { Sat  
Spt

OF

7kg/cm<sup>2</sup>

Steam collector

7kg/cm<sup>2</sup>Boiler securing  
arrangements

good

Main economisers

Steam heated  
steam generatorsExhaust gas heated economisers  
and their safety valvesForced  
circulating pumps good

Steam generator safety valves adjusted to

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

ALSO FOR

SPL FOR

TRO

SPL

POSTING

HEADER

CERT

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

011718-011724-0021

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 Examina-  
tion. 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	
e Air coolers	n Switchboards & fittings
Control gear	
f cables, etc.	o Circuit breakers
Insulation	p Cables
g resistance	
Insulating	q Insulation resistance
h oil test	
Overspeed	r Steering gear generators & motors
i governors	
Magnetic	s Navigation light indicators
j 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.