

27th April, 1962.

KOBE

10185 "BELKARIN" - As recommended, except that the class has been continued subject also to a bower anchor and 30 fathoms of chain cable (supplied 3,61) being verified with the certificates at the earliest opportunity.

10257 "LUGANSK" This ship has today been classed \*100A1 "Oil Tanker" "Ice Class 3" together with the appropriate notations recommended by you.

In future cases the position in which Special Quality Steel is used should be stated in the appropriate space on Page 2 of the First Entry Report.

You should forward a diagrammatic sketch showing the disposition of the forgings for the Main Engine crankshaft covered by your certificate No.M-71545.

9932 "LISICHANSK" This ship has today been classed \*100A1 "Oil Tanker" "Ice Class 3" together with the appropriate notations recommended by you.

You should forward your certificate No.MB-CK770 covering the crankshaft of the 80KW diesel alternator set.

It is concluded that the safety valves of the exhaust gas economiser were adjusted to 20 Kgs./sq.cm. as per the approved plans and not 16 Kgs. as reported, but this should be confirmed.

Regarding your Rpt.13 it is concluded that the size of the cable from the main switch-board to B8-7 section box is 19/1.63 as per approved plan and not 19/1.32 as reported, the F.O. service pump cable is 7/0.74 and not 7/1.74, the insulation of the cable to the fuel valve nozzle cooling pump is rubber

cont.....

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and not varnished cambric and that the insulation of the  
cables from the emergency switch-board to section boxes  
E3-12/13 & 14 is varnished cambric and not rubber as reported,  
but your confirmation is desired.



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Foundation

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