

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 5 MAR 1930)

Date of writing Report 25th Febr. to 30 When handed in at Local Office 10 Port of Hamburg

No. in Reg. Book. 18343 Survey held at Hamburg Date, First Survey 22nd Febr. Last Survey 22nd Febr. 1930 (No. of Visits 1)

18343 on the Machinery of the ~~Wood~~ Steel Sc COOPERATZIA oil Eng

Tonnage { Gross 37000 Vessel built at Leningrad By whom Serovny S. P. Yard When 1929
Net 3000

Nominal Horse Power { 2164 Engines made at Leningrad By whom Russian Diesel Works When 1929
695 Boilers, when made (Main) (Donkey) 1929

No. of Main Boilers 1 Owners Serovny flot Owners' Address Leningrad

No. of Donkey Boilers 2 Managers Leningrad Voyage Leningrad

Steam Pressure in Main Boilers 11 If Surveyed Afloat or in Dry Dock in Dry Dock (State name of Dock.) Reinforcing

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years allowed to expire.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100 A1</u>		<u>+LMC 12/29</u>
<u>with previous 12/29</u>		<u>Oil Eng</u>
<u>Blow bottom plated</u>		<u>Oil Eng</u>
<u>Strengthened for navigation in ice.</u>		<u>IWTDB</u>

Particulars of Examination and Repairs (if any) Sam. Prop.

(Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on account of damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Sam. Rep. attached

Was a damage report made by anyone else? If so, by whom? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

Do. " Donkey " " " " " ✓

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1 mm

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done complete

At the request of the owners representative examined the vessel for damage to propeller alleged sustained through vessels navigation in ice during the voyage from Leningrad to Terra on the 13th to 15th February 1930.

In Dry Dock examined propeller, tail shaft in place, outward end of sternbush, fastenings of sea connections and found all four propeller blades bent at the tips and all the other parts in order.

Damage Repairs carried out: two propeller blades replaced by the spare ones and the other two blades fitted in place and found them in order.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 6, 11, E.S.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

as far as seen, appears to be in good condition, and eligible in my opinion to remain as classed in the Loc. Reg. Book without fresh record.

Survey Fee (per Section 28) £ 25-2-19 30
 Special Damage or Repair Fee (if any) (per Section 28) £ 2-0-0
 Travelling expenses (if chargeable) £ 5-0-0

Fees applied for 25-2-19 30
 Received by me, 19

Committee's Minute TUE. 25 MAR 1930
 Assigned As now Subject

FRI. 11 JUL 1930
FRI. 15 AUG 1930
FRI. 27 FEB 1931



010766-010776-0127

Insert Character of Ship and Machinery Precisely as in the Register Book.

is a certificate required? If so, to be sent to

Ice damage.

Two propeller blades renewed

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible to
remain as CLASSED. *Subj as in*
Endorsement of 11/2/30,

(R)

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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