

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

(Received at London Office)

19 JAN 1937

Date of writing Report 18th Jan 1937 When handed in at Local Office 18th Jan 1937 Port of BRISTOL
 No. in Reg. Book 82998 Survey held at BRISTOL Date, First Survey 7th Jan Last Survey 11th Jan 1937
 on the Machinery of the Wood, Iron or Steel "RUSOILPROD"
 Tonnage Gross 836 Vessel built at Bristol By whom S. Hill & Sons, Ltd. When 1930-7
 Net 426 Engines made at Angsbury By whom Maschfkt. Angsbury - When 1930
 Nominal Horse Power 256 Boilers, when made (Main) (Donkey) Münzberg-Angsbury
 No. of Main Boilers 1 Owners Russian Oil Products Ltd. Owners' Address _____
 No. of Donkey Boilers 2 Managers _____ Port Bristol Voyage _____
 Steam Pressure in Main Boilers _____
 in Donkey Boilers 100 Surveyed Afloat in Dry Dock Wapping
 (State name of Dock.)

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 assigned since last survey	Machinery and Boiler Surveys (including date of N.B. if any)
<u>1-100 A1</u>		<u>1-LMC</u>
<u>1,36</u>		<u>CS 7,35</u>
<u>as off. No. 1-34</u>		<u>6,36</u>
<u>carrying Petroleum in bulk.</u>		<u>DOS 1,34</u>
		<u>T.S.N. 1,36. D.G.</u>

Last Report No. _____ Port _____
Particulars of Examination and Repairs (if any) Locking

(Periodical Surveys, when held, must be reported in detail and verbatim 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 account of Damage (the cause of which must be stated) 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 _____

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? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

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? _____

State latest date of internal examination 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? No 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? No

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? _____

Has shaft now been changed? _____ If so, state reasons _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

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 date of examination of Screw Shaft _____ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft None

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? _____

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done None

This vessel has been transferred to the Russian flag & the owner representative states she is being towed to the Black Sea where repairs will be effected & outstanding surveys completed.

How done. Vessel placed in dry dock. Propeller, fastenings of the stern bush & of the sea connections examined & found in order. No cylinder repair remains efficient.

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. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
separ a now seen in efficient condition, eligible in my opinion to remain as classed subject to No 6 cylinder being replaced at the earliest opportunity.

Survey Fee (per Section 29).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any).....	£	✓	:	19
Travelling expenses (if chargeable).....	£	:	:	Received by me,
				19

Committee's Minute _____
Assigned Deferred

John W. Gwynne
Engineer Surveyor to Lloyd's Register of Shipping.
TUE 23 FEB 1937

10m.1.36.—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is a Certificate required? If so, to be sent to _____