

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 Survey held at BRISTOL Date, First Survey 7th Jan Last Survey 11th Jan 1937
 Reg. Book. 82998 on the Machinery of the Wood, Iron or Steel "RUSSOILPROD"
 Tonnage Gross 836 Vessel built at Bristol By whom B. Hill & Sons, Ltd. When 1930-7
 Net 426 Engines made at Augsburg By whom Maschfkt. Augsburg When 1930
 Nominal Horse Power 256 Boilers, when made (Main) (Donkey) Hunsberg-Augsburg
 No. of Main Boilers 1 Owners Russian Oil Products Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers (Port Bristol Voyage)
 Steam Pressure in Main Boilers ✓ Surveyed Afloat in Dry Dock Wapping
 in Donkey Boilers 100 (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and serially 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 ✓

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? ✓

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? ✓

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? ✓

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 from

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 from plate

This vessel has been transferred to the Russian flag & the turn representative state 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. 0,11, E.&M.S. 0,11, & L.M.C. 0,11, or R.L.M.C. 140 lb., F.D., &c.)
CS 3,34,

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 20) £ : : Fees applied for 19
 Special Damage or Repair Fee (if any) £ : : Received by me, 19
 Travelling expenses (if chargeable) £ : :
 Committee's Minute Deferred

Assigned Deferred

10m1.36—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

John W. Gwynne
 Engineer Surveyor to Lloyd's Register of Shipping.

TUE 23 FEB 1937

000819-006830-0070

Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book

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