

Furness Shipbuilding Co. Ltd.

Yard No. 257

FE.

5c.8.46. MW

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME KOMS OMOLSK REPORT Rot. No. 30007A

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement." (Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey PERIODICAL SPECIAL SURVEY (D) also for classification.

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in hundredths of an inch.

Table with columns: STRAKE, AMIDSHIP, FORWARD, AFT, REMARKS. Rows include BRIDGE SHEER STRAKE, SHEER STRAKE, and various numbered strakes (1st to 12th).

Drillings at ends to be made in the vicinity of the peak bulkheads.

This ship was built in 1936 by Furness Shipbuilding Co. Ltd. and classed with the U.S.S.R. Registry to their highest class with a notation indicating ship strengthened for navigation in ice.

Classification with this Society is now desired

Plans of Midship Section and Profile and Decks been examined in this Office and scantlings and arrangements provided for the class 100A- with notations regarding number of plating in Wells, Angle, E or C in way of Bridge, Angle, E or C Spacing..... ships, Angle, E or C



Side Keelsons, No. each side

over

008296-008304-0163 1/2 Fourth Deck, amidships, Angle, E or C

-2-
"KOMSOMOLSK"

Only four W.T. bulkheads are fitted instead of five required by the Rules, but the framing has been compensated by the fitting of a deep web frame at the position of the bulkhead omitted.

The ROTTERDAM Surveyors report (7.47) in a First Entry Report and Rpt. 8, ship placed in dry dock, the scantlings and arrangements verified, the requirements for "Vessels Not Built Under Survey" and of a Periodical Special Survey (D) complied with except the examination and testing of the double bottom tanks in way of cross and side bunkers.

The shell plating has been drilled with satisfactory results as above.

The scantlings of the bulkheads, the details of the sternframe and rudder and the structural arrangements of the bottom forward were found satisfactory.

Cargo battens are not fitted.

The figure "1" for equipment has not been recommended. The equipment, however, has all been supplied to Rule requirements except the chain cables, which are only 1 7/8" dia. instead of 1 5/8". In view of this IT IS SUBMITTED the Owners be informed - through the Surveyors - that by adding ~~15~~ 15 fathoms of 1 7/8" dia. cable to the present 270 fathoms, same could be accepted as equivalent to Rule requirements and the figure "1" assigned.

It is also submitted this ship is eligible to be classed 100A- with record of docking 7.47 and to have the notation of 'S.S. Flushing 7.47' subject to examination and pressure-testing of D.B. tank top in way of cross and side bunkers at the first opportunity.

100A-)
7.47 Flushing) subject
'S.S. Flushing - 7.47.)

Classed 7.47

1 Dk "Strengthened for Navigation in Ice"
Cell DB 267' 698t, FPT 42t, APT 97t
FK, 4BH, Cem.
"Interim BH fwd dispensed with"
P 20', B 98', F 34'
O.L. 340'.

Equipment letter for fee

It is further submitted that Surveyors be particulars of place etc. of test of 30 fms. (Cert. No. 10343), omitted from their report.

The Certificate of Classification be endorsed "Cargo hold fitted" and

Uppermost Continuous Deck, amid in Wells, Angle, E or [Spacing
Second Deck, amidships, Angle, [or [Spacing
Third Deck, amidships, Angle, [or [