

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 KOMSOMOLSK

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.)

PERIODICAL SPECIAL SURVEY (D) *also for classification.*

Nature of Survey

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

The thicknesses are in hundredths of an inch.

STRAKE.	AMIDSHIP.					FORWARD.				AFT.				REMARKS.		
	Original Thick- ness.	Thickness by drilling.		Diminution if any.		Original Thick- ness.	Thickness by drilling.		Diminution if any.		Original Thick- ness.	Thickness by drilling.			Diminution if any.	
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.		Port.	Std.
BRIDGE SHEER STRAKE	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	-	-											
Bridge Strake below.....																
SHEER STRAKE	G	14	14	14	-	-	15	15	15	-	-	10	10	10	-	-
1st Strake below	F	14	14	14	-	-	23	23	23	-	-	10	17	17	-	-
2nd " "	E	12 $\frac{1}{2}$	12	12	$\frac{1}{2}$	$\frac{1}{2}$	23	23	23	-	-	17 $\frac{1}{2}$	15	15	2 $\frac{1}{2}$	2 $\frac{1}{2}$
3rd " "	D	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	-	-	23	23	23	-	-	14	14	14	-	-
4th " "	C															
5th " "	B															
6th " "	A															
7th " "	Keel															
8th " "																
9th " "																
10th " "																
11th " "																
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 suitable for the class 100A- with notations regarding number provided the scantlings of the bulkheads, the details of the and rudder and the structural arrangements of the bottom forward particulars of strengthening for navigation in ice be found satisfactory. For further particulars see Endorsement dated 27.8.46.

guarding
double
ring in
boom

amous Deck, amidships
in Wells, Angle, E or C

in way of Bridge, Angle, E or C

Spacing

ships, Angle, E or C

Lloyd's Register
Foundation

Angle, E or C

008296-008304-0163 1/2

Fourth Deck, amidships, Angle, E or C

Side Keelsons, No. each side

over

"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 $1\frac{3}{8}$ " dia. instead of $1\frac{5}{8}$ ". In view of this IT IS SUBMITTED the Owners be informed - through the Surveyors - that by adding ~~15 fathoms of~~ 15 fathoms of $1\frac{3}{8}$ " 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 the Surveyors be particulars of place etc. of test of 30 fms. (Cert. No. 10343), omitted from their report.

Uppermost Continuous Deck, amidships, Angle, [] or []

Second Deck, amidships, Angle, [] or []

Third Deck, amidships, Angle, [] or []