

Bpt. 8.

(Received at London Office)

No. 300078

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 1947 When handed in at Local Office... 1947 Port of Rotterdam

No. in Reg. Book. 65108 Survey held at Flushing Date, First Survey 17 July 46 Last Survey 3 July 1947
on the Wood, Iron or Steel S.S. KOMSOMOLSK (No. of Visits 14)

TONNAGE :- Built at Haverton Hill on Tyne By whom Furness Shipbuilding Co. Ltd. When
GROSS 2900 Owners U.S.S.R. Owners' Address Vlasovostok
UNDER DK 2484 (If not already recorded in Appendix to Register Book)
NET 1569 Managers Port belonging to Archangel

Surveyed Afloat or in Dry Dock? Both Name of Dock N.V. Koninklijke De Schelde Destined Voyage

Cell/D/Bor/D/Bo... feet; uE & B... feet; f... feet
total capacity... tons. FPT... tons; APT... tons; MT... tons. feet tons.
Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules and Items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any persons respecting this case. M. 27-8-46 F. 29-7-46

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 to whom and why they were declined Yes copy attached

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Survey of dry docking, dam repairs, Special Survey for Classification
The vessel has been placed in dry dock Bottom cleaned examined and the following repairs have been carried out in connection with reported grounding on rocks in the Behring Sea, during the War, when vessel was flooded
Keel plate N° 9-12 and 13 removed faired and replaced
Keel plate N° 10-11 renewed
Starboard side
A 9-10-11-12, B 10-11-12, C 9 renewed
A 13, B 4-9, C 3-5-8-10-11-12, D 12-15 E 3-9, F 4-9 removed faired and replaced
D 4-11-13, F 3, G 3-4-12 faired in place
Belgie keel partly removed faired and replaced see continuation sheet

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames. at bottom	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	18		6					
Removed and Faired or Repaired	31	34	4	32		10		6 bulwark plates & 74 stanchions
Faired or Repaired in place	9	2						

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks good	good	good	(State if on Felt.)
Caulking of Decks "	Ceiling "	Coal Bunkers, Openings, Covers, &c. "	When fitted, Month Year
Coamings "	Cement or Asphalt "	Oil Bunkers "	
Beams & Fastenings "	Rudder "	Scuppers "	Boats good
Outside Plating "	Steering gear and its connections "	Cargo Hatchways "	Masts, Yards, &c. good
" " in way of sidelights "	Windlass "	Hatches "	Condition, how ascertained no wedges (State if wedges removed.)
Frames "	Have pumps been examined and found efficient? yes	Planking }	Equipment letter U
Reverse Frames "	Have Sluice Valves been examined and found efficient? yes	Caulking }	Anchors, No. of 3 B 15
Longitudinals "	Have Watertight Doors been examined and found efficient? yes	Treenails }	Cables (State if now ranged) yes
Transverses "	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson }	" length 240ft mean diam. 1 1/8 (on board.)
Floors "	Air and Sounding Pipes good	Transoms, Pointers & Crutches }	" Rule length 240ft size 1 1/8
Keelsons "	Doubling Plates under Sounding Pipes good	Timbers of Frame at openings }	Chain Locker good
Stringers "		" " at other places }	Hawsers & Warps sufficient
Inner Bottom Plating "		Stringers, Clamps & Shelves }	Standing and Running Rigging good
Have the Tanks been examined internally? yes		Salting (State if examined.) }	Sails
Have the Tanks been tested? yes as per report			

General Observations, Opinion as to Class, Recommendation, &c. :-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example :- "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

The vessel is now in a good and efficient condition, and eligible in our opinion to be classed in the Society's Register Book 100 A - "Intermediate Bulkhead in Forward hold dispensed with," with record of dry docking 6-47 and notation for S.S. Rotterdam 4-47 (dk) Subject to the ceiling being lifted in bunkers for examination and testing of tank top in way as completion of S. Survey. Fore See Strengthening please see report. I

Survey Fee (per Section 29) S.S. for classif. 1700. - :
Special Damage or Repair Fee (if any) dry docking 1050. - :
Travelling Expenses (if chargeable) 211.50 - :
Second Surveyor's Fee (if any) :
Committee's Minute :
Character Assigned See minute on F.E. Rpt. 30007 A.

Received by me, 1947
Surveyor to Lloyd's Register of Shipping.
FEB 4 1949
Omit class on reprint of Rpt.
Class. omitted from 1947-5000
8.2.49

S.S. KOMSOMOLSK

Three bulwark plates, 34 bulwark stanchions, and bulwark profile in way removed faired and replaced.

Portside:

C 5-8-9, D 7-10-11-12 E 8 renewed

A 8-9-10-11, B 10, C 4-6-7, D 4-5-6-9, E 9 removed faired and replaced

D 8-14 faired in place

Bulge keel partly renewed

Three bulwark plates, 40 bulwark stanchions, and bulwark profile in way removed faired and replaced

Starboard aft:

Solid floors on frame 24-26-29-32-35-38-41-44-47-50-53-56 removed faired and replaced. Bottom angles on floor 26-29-38 renewed

Bracket floors: 27-28-30-31-36-37-39-40-42-43-45-46-48-49-51-52-54 and 55 removed faired and replaced

Bottom frames: 27-28-30-37 and 51 renewed

Intercostal girders in way removed faired and replaced

Bottom angles of centre girder in way of the above repairs removed faired and replaced, two centre girder plates renewed, and

10 double bottom tank top plates removed faired and replaced

Portside:

Solid floors on frame N° 50-65 faired in place, on frame 53 renewed, and on frame 68 and 69 with bottom angles partly removed faired and replaced

Bottom frames of bracket floors on frame N° 36 renewed and on frame N° 37-51-54 removed faired and replaced

Tunnel plates faired in place.

After hold: shell frames N° 50-51-52-53-54-57-58-59-60-61 removed faired & replaced and frame N° 55 and 56 faired in place

Shell angles of margin brackets from frame 65 till 46 total 8 renewed and 6 margin brackets and 3 intermediate frames removed faired & replaced

Starboard side: Shell frames N° 27-28-56-57-58-59 and 3 intermediate frames removed faired and replaced

S.B. forward hold: 7 frames, 8 intermediate frames and holdstrungers in way removed faired and replaced

P. 5 forward hold 7 frame removed faired and replaced

Upon completion of repairs tanks in way tested as required and found tight, all broken and disturbed cement renewed. New and repaired work coated as required

Special Survey.

The vessel has been placed in drydock bottom and rustoler cleaned examined found in a good condition and recoated.

Holds, tween decks, engine and boiler room, all bunker spaces, and spaces above fore and after peak tank

Fore castle. Bridge and poop space (Lining in way of portholes removed) see continuation sheet.

S. S. KOMSOMOLSK

and all other parts cleared and cleaned and frames, floor brackets, stringers, breasthooks, beam, bulkheads, boiler-bearers and all other parts thoroughly cleaned and sealed where required, examined right fore and found all parts in a good condition and recoated. Ceiling and wood casing removed except as stated below
 Fore and after peak tank, and all double bottom tanks cleaned, examined internally, found in a good condition and coated as required.

Fore and after peak tank and all double bottom tanks have been tested by a head of water as required by the Rules and found tight.

Decks examined and found in a good condition.

Hatchways examined with hatches in position and found good. Mast rigging and general equipment overhauled, examined and found all in order.

Chain cables ranged, shackles unlocked, examined and found good and complete. Anchors examined and found good & complete. Windlass and steering engine, its connections, rudder quadrant and hand steering gear overhauled, examined and found or made in a good condition. Cable lifters renewed.

Pumps, water tight doors, air and sounding pipes and ventilator coverings overhauled, examined and found all in order.

Doubling plates under sounding pipes good.

Remains to be done to complete the Special Survey.

Ceiling in way of cross bunker and side bunkers to be lifted and double bottom tanks in way to be tested.

to complete
class
survey

Interim certificate issued, copy attached.

Periodical Loadline Survey held, report C.11 (C) and C.12 (C) attached.

U.S.S.R. Loadline Certificate endorsed as instructed.

16th Jorke



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Foundation

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