

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 23-7-1947 When handed in at Local Office 19 Port of Rotterdam 2 AUG 1947

Survey held at Flushing Date First Survey 7-7-47 Last Survey 23-6-1947  
(No. of Visits 11)

Class on the Machinery of the Wood, Iron or Steel SS. "KOM SOMOLSK" Year. Month.

Gross 2900 Vessel built at Maschinen Hill-on-Tees By whom Turners S. Co. Ltd When 1936  
 Net 1640 Engines made at Newcastle By whom N.E. Marine Eng. Co When 1936  
 Main Boilers 2 Boilers, when made (Main) — (Donkey) —  
 Owners M.S.L.B. Owners' Address —  
 Managers — (if not already recorded, in Appendix to Register Book.)  
 Main Boilers 200H If Surveyed Afloat or in Dry Dock Hon. Mr. de Schelde Port Rotterdam Voyage —  
 Donkey Boilers — (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 expired	Machinery and Boiler Surveys (including date of N.E., if any)
<u>Cruiser &amp; Stern</u>		

Report No. — Port —

Particulars of Examination and Repairs (if any) Classification Survey  
 Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must 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.

Where 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 ✓

Damage report made by anyone else? If so, by whom? ✓

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey — " " " " " "

State for what reasons — What parts of the Boilers could not be thus thoroughly examined? —

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? All parts accessible

Latest date of internal examination of each boiler 6-4-47 Present condition of funnel(s) good

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220H.

Surveyor examine the Safety Valves of the Donkey Boilers? — To what pressure were they afterwards adjusted under steam? —

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? ✓

Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? ✓

Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? ✓

Screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? ✓

Shaft now been changed? no If so, state reasons — Has the shaft now fitted been previously used? — Has it a continuous liner? —

Approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 7-46 State the wear down in the bush a fit Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Engine parts, when referred to by numbers, should be counted from forward. Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Work placed in dry dock, screw shaft drawn, propeller, seaconnections and their fastenings examined.  
Cylinders, pistons, slide-valves, crank, thrust & intermediate shafts, pumps, condenser (same tested); also the valves, cocks, pipes, strainers of the pumping arrangements examined.  
The main boilers, superheaters, examined internally & externally together with their principal mountings, and the safety-valves adjusted under steam to the bore pressure. All steam pipes over 3" bore tested as required.  
Electric equipment examined and tested as required by the Rules.  
Repairs due to damage caused by grounding on rocks in the Bering Sea and flooded funnel shafting re-aligned. Condensers all tubes removed and partly renewed.  
Old lagging on boilers and steam pipes removed and replaced by new ones.  
Generators dried, and some cables renewed.

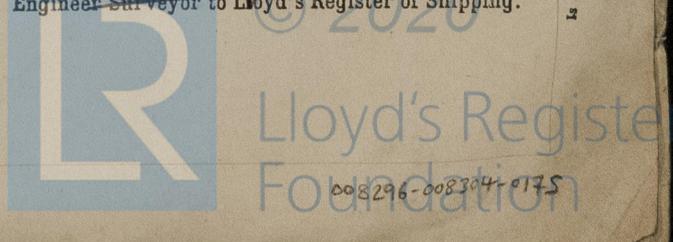
General Observations, Opinion, and Recommendation: The machinery of this vessel is in good condition and eligible in my opinion to be classed in the Society's Register book with record of RMC. 6-47 and notation of T.S. 7-46 C.L.

(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, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.)  
 CS 2,34.

Survey Fee (per Section 29) £ 490.00 Fees applied for 3-7-1947  
 Special Damage or Repair Fee (if any) £ 210.00  
 Selling expenses (if chargeable) £ 130.50 Received by me, —

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute See minute on F.E. mch. rpl.  
 Signed —



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

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