

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

(Received at London Office)

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

in Survey held at Flushing Date. First Survey 7-7-47 Last Survey 23-6-1947
 Book. (No. of Visits..... 12.....)

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

Gross 2900 Vessel built at Harston Hill-on-Tyne By whom Turner & 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.R. Owners' Address
 Managers (if not already recorded in Appendix to Register Book.)
 Main Boilers 200H If Surveyed Afloat or in Dry Dock Don. My de Schelde Port Rotterdam Voyage
 Donkey Boilers (State name of Dock.)

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) 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.

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?

Latest date of internal examination of each boiler

Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

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?

and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Screw shaft now been drawn and examined?

Has it a continuous liner?

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

State the wear down in the

bush a fit Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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
placed in dry dock, screw shaft drawn, propeller, sea connections
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
boiler 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
tunnel shafting re-aligned. Condenser 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
 (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 or LMC 9.11 or LMC 140 lb., FD, &c.)
 CS 2.34,

condition and eligible in my opinion to be classed in the Society's
Register book with record of LMC 6-47 and notation of T 5' 7-46 C.L.

Fee (per Section 29) £ 490.00

Fees applied for

Special Damage or Repair Fee (if any) £ 210.00
 (per Section 29.)

Received by me,

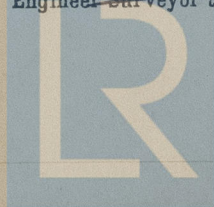
Selling expenses (if chargeable) £ 130.50

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Committee's Minute

Signed See minute on F.E. mch. rpl.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation