

Vessel. Plans showing Vessel as built should

(Received at London Office 10 NOV 1949)

No. 119224

# PORT OF SURVEY FOR REPAIRS, &c.

20/10 1949

When handed in at Local Office

24/10/49

Port of

London

held at London

Date, First Survey

13-5-47

Last Survey

20-8-

1949

Wood, Iron or Steel

Triple-Screw Icebreaker

"L. KAGANOVICH"

(No. of Visits 135)

Built at Nicolaieff

By whom Andre Merli S.B. Yd.

When 1937

MONTH

Owners U.S.S.R.

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to

Vladivostok

at or in Dry Dock?

Both

Name of Dock

Royal Albert Dry-dock

Destined Voyage

feet; uE & B

feet; f

feet

tons. FPT

tons; APT

tons; MT

feet

tons

alterations in the existing records of tanks should be inserted.

alterations in the existing records should be underlined.

Port, No.

Port

When held, must be reported in detail and serially in the terms of the Rules and items remaining to complete should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations at repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Dates and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose and to whom and why they were declined.

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Not required

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

OR EXAMINATION AS PER RULE, FOR

SPECIAL SURVEY

for CLASSIFICATION

Vessel was originally dry-docked in Aug. 1947 for preliminary examination

Vessel dry-docked in Aug 1948 for repairs and undocked in Nov. 1948.

Now Done:

Vessel placed in dry-dock, bottom & rudder cleaned, examined and recoated. Rudder removed ashore for fitting of new upper stock and subsequently refitted. Anchors and cables ranged and examined. Both working anchors, and cables sent to testing house for retest when all cables were found defective.

All four trimming tanks (3) after peak tank all side heeling (OVER)

TABLE OF DAMAGE REPAIRS:—

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items:—

Renewed ...

Removed and Fair'd or Repaired

Fair'd or Repaired in place ...

PRESENT CONDITION OF THE

Planks

Good

Planking of Decks

"

Staminings

"

Beams & Fastenings

"

Outside Plating

See Rpt. Efficient

" " In way of sidelights

Good

Frames

"

Reverse Frames

"

Longitudinals

"

Transverses

"

Floors

Good

Keelsons

"

Stringers

"

Inner Bottom Plating

"

Have the Tanks been examined Internally?

Yes

Have the Tanks been tested?

Yes

Bulkheads

Good

Ceiling

"

Cement or Asphalt

"

Rudder

"

Steering gear and its connections

"

Windlass

"

Have pumps been examined and found efficient?

Yes

Have Sluice Valves been examined and found efficient?

Yes

Have Watertight Doors been examined and found efficient?

Yes

Have Ventilators and their Coamings been examined and found efficient?

Yes

Air and Sounding Pipes

Good

Doubling Plates under Sounding Pipes

"

Engine Room Skylights

Good

Coal Bunkers, Openings, Covers, &c.

"

Oil Bunkers

✓

Scupperns

Good

Cargo Hatchways

✓

Hatches

✓

Planking

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps & Shelves

Sanding

State if examined.

Copper, or Y.M.

(State if on Plate)

When fitted, Month

Year

Boats

Good

Masts, Yards, &c.

"

Condition, how ascertained by exam

(State if wedges removed.)

Equipment letter

at

Anchors, No. of

28. 15. 1K.

Cables (State if now ranged)

Yes

" length 300 ft. mean diam. 2 3/16"

" Rule length 270 ft. size 2 5/16"

Chain Locker

Good

Hawsers & Warps

Sufficient

Standing and Running Rigging

Good

Sails

✓

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. 1-33."

This vessel is eligible in our opinion to be classed 100A1. with record of docking 10/48. and notation of "S.S. LON 8/49" subject to one bow anchor and 90 fathoms of stream chain or wire of Rule weight, size and test being placed on board and verified with certificates

Survey Fee (per Section 29)

CHASSON

1000:0:0

Fees applied for,

Special Damage or Repair Fee (if any)

(Incl. in Fee)

Received by me,

Travelling Expenses (if chargeable)

19

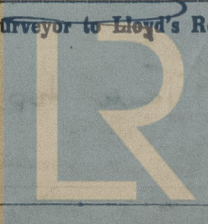
Second Surveyor's Fee (if any)

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

See memo on file



Lloyd's Register Foundation

008559-008568-0072 '15



use it to show through to the other side.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :

Anchors.*	WEIGHT, EX STOCK.		WEIGHT OF STOCK.		ANCHORS.
	Cwts.	qrs. lbs.	Cwts.	qrs.	
1st Bower					
2nd					

[illegible]

N.B. -

on the

IES (cont'd)

Stiffeners

Nº1 P.S. F. & A. bhd doubled where wanted. 6 angle stiffeners renewed

Nº3 P.S. After bulkhead plate part renewed  
2 stiffeners renewed.

8 bld & lugs to f. and a. bhd. renewed

Nº3 S.S. 5 bld & lugs to f. and a. bhd. renewed

Nº4 P.S. 1 deck plate abtast saddleback renewed with connecting bar in way  
1 deck plate adjacent to above renewed

13 bld & lugs renewed

B. Little



London

Continuation of Report No. 119224 dated

110 NOV 1949

on the

ICEBREAKER "L. KAGANOVICH"

Revs (contd)

No 4 S.S. 1 deck plate abreast saddle back renewed with connecting bar in way

1 deck plate adjacent to above renewed

12 bllts + lugs renewed

4 bllts to f. and a. bhd renewed with lugs

Cross Bunkers:

Deck plating cropped & part renewed

Angle coaming to hatch renewed

4 stiffeners to aft bulkhead renewed.

Lower strake of E.R. bhd. doubled where wasted

2 plates in each bunker trunk, renewed.

All tween deck bunker hatches (steel w.T) overhauled and made workable.

A number of wood hatch covers renewed

- - - vent plugs renewed.

All skylights thru'out vessel overhauled, new glasses fitted as required, flaps rejointed and all made workable.

Heavy rope fenders at stern renewed.

Rigging: Samson Post

Port stay fitted with new thimbles and seizings

Fore stay renewed. Starboard stay renewed

Rigging screws overhauled, also shackles.

Fore Funnel

P.O.S. after stays renewed, with screws, shackles & bolts

P.O.S. fore stays cleaned. Shackles & screws renewed.

After Funnel

All stays renewed, with screws, shackles, & bolts

Foremast

Fore topmast stay renewed with screws

Fore preventer stays renewed with screws

Starboard after shroud renewed.

Other various minor repairs effected.

DAMAGE (stated sustained in ice while on service)

Shell Plating: S.S. between 93 - 111

G5 + G6 (outer plates) renewed

G5 (inner plate) renewed

H5 (outer and inner) failed in place in way of J4 - 5

J4 + J5 (outer plates) renewed

J5 (inner plate) removed, failed & refitted.

K5 (outer plate) removed, failed and refitted

K4 + K5 (inner plates) cropped & part removed, failed & refitted with welded butts.



London

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110 NOV 1949

on the

ICEBREAKER "L. KAGANOVICH"

(cont'd)

- 15 main frames in way of base renewed  
28 " " " " " " removed, fairer - refitted  
1 web frame " " " " " " with angles  
6 frame brackets renewed with lugs  
33 " " removed, fairer - refitted with lugs.

Port Side

A1 fairer in place

A2 renewed

B1 - B2 renewed

C3 renewed C4 removed, fairer - refitted

A slight fracture in shell plate M2 as per.s cut out and welded.

N.B. The following shell plates were noted to be indented and some specially examined, and considered to be efficient. No repairs were effected and it is considered that repairs could be deferred until an opportunity convenient to the owners.

Keel Nos 1, 2 - 4

Starboard Side:

A1, A2 - A4

B1, B2, B4 - B6

C3, C4, C5, C6, C9 - C10

D1, D2, D3 - D5

H12

J11 - J12

L3, L4, L5, L6, L11, L14, L16, L17, L18, L19.

M6, M16, M17, M18

Port Side

A3, A4

C5, C6, C8

D1, D2, D3, D4

E3

H11

L3, L4, L5, L8, L16.

Endorsement.

Set up bottom plating and indented side plating etc port and starboard, to be dealt with at Owners convenience

N.B. Equipment letter for vessel (see letter dated 10/8/49) is at

Vessel has on board 2 bow anchors and 300 fms of  $2\frac{3}{16}$ " cable (Rude size  $2\frac{5}{16}$ )

No stream wire on board. No towline on board

Owners repres. stated that the spare bow and stream & tow wires, <sup>or chains</sup> would be placed on board in Russia, where equip. had been left, prior to her leaving for London.



London

Continuation of Report No. 119224 dated 110 NOV 1949

on the

ICEBREAKER "L. KAGANOVICH"

section in S.R.L. One bow anchor and 90 fms of stream  
wire or chain of Rule weight, size & test being placed  
on board & verified.

Alterations:

Additional plate side stringer fitted between frs. 91 and 117  
on p.s.s. between 2<sup>nd</sup> & 3<sup>rd</sup> decks, complete with all shell  
lugs, frame, etc. brackets.

Scantlings as for existing stringers at this level in  
adjacent spaces.

5 new coaling scuttles (flush) fitted on upper deck, to  
bunker spaces. Scuttles provided with bayonet type lid  
with chains provided.

One bunker hatch on upper deck on p.s. removed & opening  
in deck closed with riveted steel plate. 4 deck beams in  
way made continuous.

New signal mast fitted on casing aft, complete with  
all necessary rigging and fittings, tabernacle etc.

C. Little  
Oct. 1949