

No. 119224

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

(Received at London Office 10 NOV 1949)24 OCT 194924 OCT 1949

When handed in at Local Office

Port of LONDONheld at LONDONDate. First Survey 20-5-47 Last Survey 19-8-1949(No. of Visits 127)Machinery of the ~~Wood, Iron or Steel~~ Triple Screw "LAZAR KAGANOVICH"866 Vessel built at NICOLAIEFFBy whom ANDRE MARTI S.B. YD.Year. Month. When 1937Engines made at NICOLAIEFF STATE S.B. YD.By whom U.S.S.R. Plant No. 198When 1937Boilers, when made (Main) 1937(Donkey) ✓s 9.58 (spec) Owners U.S.S.R.

Owners' Address

(If not already recorded in Appendix to Register Book.)

Port

Voyage

Managers

If Surveyed Afloat or in Dry Dock

BOTH

(State name of Dock.)

WEST INDIA DOCK, MILLWALL DOCK and ROYAL ALBERT DRY DOCK

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.E., if any)
For Special Survey.		
Date of last Survey and of Periodical Surveys.		

Classification contemplated.Examination and Repairs (if any) Classification

When held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 and of the report. State also the 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 offered his this purpose, and why they were declined ✓Report made by anyone else? If so, by whom? ✓Personally go inside each Main Boiler separately and make a thorough examination at this time? YES" Donkey " ✓For what reasons ✓What parts of the Boilers could not be thus thoroughly examined? ✓Means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler? ✓Date of internal examination of each boiler 1.8.47 2.30.47 3.30.47 4.30.47 5.30.47 6.30.47 7.7.47 8.30.47 9.30.47Present condition of funnel(s) EFFICIENTSurveyor examine the Safety Valves of the Main Boilers? YESTo what pressure were they afterwards adjusted under steam? 220 lbs/sq. inSurveyor 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? YESand 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? YESand of the Donkey Boilers? ✓New shafts now been drawn and examined? YESHas it a continuous liner? NOIs an approved oil retaining appliance fitted at the after end? YESNow been changed? Starboard YESIf so, state reasons SEE BELOWHas the shaft now fitted been previously used? NOHas it a continuous liner? NOApproved oil retaining appliance fitted at the after end? YESState date of examination of Screw Shafts P.C.S. 22-9-48

State the wear down in the

Shaft Port 3/4 C. 0.25 S. 0.20Is electric light and/or power fitted? YESIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YESInsulation 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 ✓

DONE: Vessel placed in dry dock, propellers, oil glands, stern bushes, screw shafts (drawn in) sea inlet and discharge valves (opened up) and their shell fastenings examined and found or placed in good order.

Port, Centre and Starboard main engine cylinders; pistons; valves and chambers; piston, valve and connecting rods; valve gear; crosshead guides and shoes; crosshead pins and brasses; bottom end bearings; eccentric sheaves and straps; main bearings; thrust shafts and bearings; intermediate shafting and bearings; crank shafts (lifted) journals and pins; reversing engines and condensers (tested) all examined and found or placed in good order.

The following auxiliary machinery opened up, examined complete and found or placed in efficient condition: Two Turbo-Generators; One Reciprocating generator engine; Five feed pumps;

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now

(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.)

examined is in good order and eligible in our opinion to have the notation of LMC 49 and TS-OG Port, Centre and Starboard 9.48.

Survey Fee (per Section 29) £

Fees applied for

Special Damage or Repair Fee (if any) £

Received by me,

Travelling expenses (if chargeable) £

19

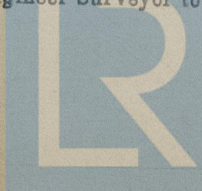
Committee's Minute

Assigned

MAR 1950

See fee rpl.

Wm Robinson for self and G.C. HAMPTNESS Y.C. Griever
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

008559-008568-0079 1/2

air pumps; Three circulating pumps; ⁽³⁾bilge and ballast pumps; Two
pumps; One auxiliary condensate (air) pump; Main trimming (ballast) pump;
dry and fire pumps; Fresh water pump; Oil cooler pump; Two evaporator
pumps; Two distillate pumps; Three turning engines; auxiliary condensers (tested)
class engine; steering engine and towing winch and evaporators. The valves,
pipes and strainers of the pumping arrangements examined and tested and
efficient. The main steam pipes, superheat steam pipes, auxiliary steam
pipes, boiler feed pipes, boiler blow down pipes tested to 2 WP and found in
satisfactory condition. The electrical installation and equipment examined
and megger tested and found or placed in good order.

All main boilers examined internally and externally together with mountings
superheaters, doors and fastenings and found or placed in good order. On
completion of repairs each boiler examined under hydraulic test pressure of
150 lbs/sq. in. Boilers subsequently examined under steam and their safety
valves adjusted to 200 lbs/sq. in. Main and auxiliary machinery examined
under working conditions during sea trials under low and full power
conditions

Major repairs effected at this time:-

Three stern bushes retapped throughout; three main engine crankshafts lifted,
cranks placed in lathe and pins and journals lightly skimmed; main and
bottom end bearings retapped on all three engines and crankshafts
re-aligned with intermediate, thrust and screw shafts; crankshaft deflections
and pin and journal diameters checked and recorded as per attached drawings.
Main condensers retubed together with auxiliary condensers. Approx. 1500 plain tubes
90 stay tubes and 750 combustion chamber and crown girder stays and 300
combustion chamber stay nuts renewed in the three main boilers. Other repairs
in accordance with attached specification.

Starboard screwshaft found distorted at cone approx. $\frac{3}{16}$ " and renewed at
this time. New screwshaft identified "LLOYDS 2098 C.P. 19-4-48." (certificate attached)

Wm. Gibson for self and G. C. CHAMPNESS.
+ E. Grieres