

DECLASSIFIED (70/2) 92 Rpt. 9.

No. 6810.

Report of Survey for Repairs, &c., of Engines and Boilers.

29 JUN 1931

(Received at London Office)

No. 0099 Date of writing Report 27 June 1931 when handed in at Local Office 27 June 1931 Port of Plymouth

No. in Reg. Book. 7564 Survey held at Plymouth Date, First Survey 8 June 1931 Last Survey 10 June 1931 (No. of Visits 2)

7564 on the Machinery of the Wood, Iron or Steel S.S. "Michael Tomsky"

Tonnage Gross 2414 Net 1349 Vessel built at Leningrad By whom Baltic S.B. & Eng. Works When 1927-9

Nominal Horse Power 192 Engines made at do By whom do When 1927

No. of Main Boilers 2 Boilers, when made (Main) 1927 (Donkey)

No. of Donkey Boilers 1 Owners' Address Sootongflot (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 185 Managers Port Leningrad. Voyage Anchorage

in Donkey Boilers If Surveyed Afloat or in Dry Dock Plymouth Sound Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 95716 Port Lou

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

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 why they were declined? Yes: not required

Was a damage report made by anyone else? If so by whom? no.

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

Do. " Donkey "

If this was not done, state for what reasons? [Redacted]

And what parts of the Boilers could not be thus thoroughly examined? [Redacted]

Also what 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? [Redacted]

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? [Redacted]

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? [Redacted]

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

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons. [Redacted]

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft [Redacted]

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Damage alleged to have been caused by 3 blades of propeller being broken off on the 5th June 1931 in the Bay of Biscay

At the request of the owners attended on board vessel whilst lying in Plymouth Sound and ascertained that 3 blades of propeller had been broken off. Engine room, tunnel & stern gland examined & appeared all in order. It was recommended that 1000 tons of cargo be discharged & vessel dry docked with remainder of cargo, and a new cast iron propeller fitted. This arrangement was confirmed with owners' representative from London on the 10th June 1931. Subsequently I learned that our attendance was no further required. Finally vessel was dry docked with full cargo & new cast iron propeller fitted.

General Observations, Opinion, and Recommendation:—

(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, B.S. 9,11, B.&E.S. 9,11, or * L.M.C. 9,11, 140 lb., F.D., &c.)

The above is forwarded for the information of the Committee

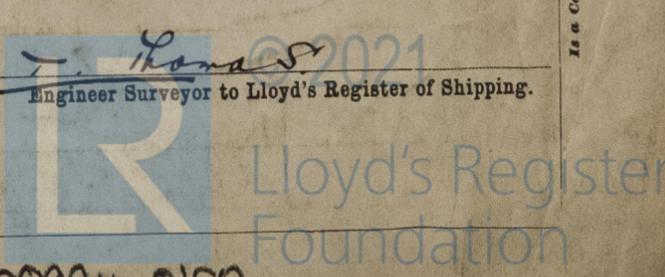
Survey Fee (per Section 29) £ : : Fees applied for 26 June 1931

Special Damage or Repair Fee (if any) (per Section 29.) £ 3 : 3 : - Received by me, [Signature]

Travelling expenses (if chargeable) £ : : 7 : 7 : 1931

Committee's Minute No action

Assigned No action



009904 - 009911 - 0100

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely in Register Book.

DECLASSIFIED SECTION No. 0099

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

Admitted action unnecessary

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

the vessel being discharged

J.P.

8/7/31

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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