

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

No. 98435.

21 MAR 1931

(Received at London Office)

Date of writing Report 19 When handed in at Local Office 18 MAR. 1931 to Port of LIVERPOOL

No. in Reg. Book. 81457 Survey held at Birkenhead. Date, First Survey 9/3/31 Last Survey 11/3/1931 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel SC PRAVDA.

Tonnage { Gross 2513 Net 1387 Vessel built at Leningrad. By whom Baltic S. B. & Co Works When 1928-7mo

Nominal Horse Power { 193 Engines made at do By whom do When 1928

No. of Main Boilers 2 Boilers, when made (Main) 1928 (Donkey) ✓

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

Steam Pressure in Main Boilers 192 lb Managers

in Donkey Boilers ✓ X Surveyed Afloat or in Dry Dock Cammell Lairds Dry (State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage & Docket 100 A1 7-28

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? Not Reg'd.

Was a damage report made by anyone else? If so, by whom? Not known

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

Do. " Donkey " " " ✓

If this was not done, state for what reasons? BS not due

And what parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

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? ho

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 ✓

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 1/8"

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

Now done:- Vessel placed in dry dock. Propeller and outside fastenings examined. About 12 inches was broken off the tip of one propeller blade. Now done on account of damage, cause & date not ascertainable at this time:- A new Cast Steel propeller blade has now been fitted.

General Observations, Opinion, and Recommendation:- The Machinery of this Vessel

(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.&M.S. 9,11, or L.M.C. 9,11, 100 lb., F.D., &c.)

So far as now seen is in safe working condition and is eligible in my opinion to remain as classed without fresh record of Survey.

Survey Fee (per Section 28) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 28.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute

signed

As now.

LIVERPOOL

20 MAR. 1931

TUE. 7 JUL 1931

H.B. Murray

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

010631-010639-0181