

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

AUG 1928

Date of writing Report 16<sup>th</sup> July 1928 When handed in at Local Office

19 Port of Leningrad

No. in Survey held at Leningrad

Date, First Survey 1/4/26

Last Survey 30<sup>th</sup> July 1928

Reg. Book.

(Number of Visits 100)

on the S/S "PRAYDA"

Gross 2513

Tons Net 1387

Built at Leningrad

By whom built Baltic Shipbuilding &amp; Engineering Yard

Yard No. 171

When built 1928

Engines made at Leningrad

By whom made Do

Do

Engine No. 171

when made 1928

Boilers made at Leningrad

By whom made Do

Do

Boiler No. 169

when made 1928

Registered Horse Power 193

Owners SOYTORCFLOT

Port belonging to Leningrad

Nom. Horse Power as per Rule 193

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted YES

Trade for which Vessel is intended TIMBER CARRYING

## ENGINES, &amp;c. 17 1/8 - 29 1/2 - 48 7/8 35 7/8

Revs. per minute 95

Description of Engines INVERTED TRIPLE RECIPROCATING

Dia. of Cylinders 460 x 740 x 1230 mm Length of Stroke 900 mm

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals as per Rule 246 mm as fitted 252 mm Crank pin dia. 252 mm

Mid. length breadth 287 mm

Thickness parallel to axis

Intermediate Shafts, diameter as per Rule 234 mm as fitted 235 mm

Thrust shaft, diameter at collars as per Rule 246 mm as fitted 250 mm

Tube Shafts, diameter as per Rule as fitted

Screw Shaft, diameter as per Rule 262.5 mm as fitted 285 mm

Is the screw

shaft fitted with a continuous liner YES

Bronze Liners, thickness in way of bushes as per Rule 16 mm as fitted 17 mm

Thickness between bushes as per Rule 12 mm as fitted 15 mm

Is the after end of the liner made watertight in the

propeller boss YES

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner TWO LINERS FUSED

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive YES

If two liners are fitted, is the shaft lapped or protected between the liners YES

Is an approved Oil Gland or other appliance fitted at the after

end of the tube shaft NONE

Length of Bearing in Stern Bush next to and supporting propeller 1200 mm

Propeller, dia. 4100 mm Pitch 3800 mm No. of Blades 4

Material C.S.

whether Moveable MOVEABLE

Total Developed Surface 5.38 sq. feet

Feed Pumps worked from the Main Engines, No. TWO Diameter 78 mm Stroke 435 mm

Can one be overhauled while the other is at work YES

Bilge Pumps worked from the Main Engines, No. TWO Diameter 78 mm Stroke 435 mm

Can one be overhauled while the other is at work YES

Feed Pumps No. and size 1 - 7 1/2 x 5 x 6" DUPLEX (20 TON) Pumps connected to the

No. and size THREE (TWO FROM MAIN ENGINE) INDEPENDENT PUMP 7 1/2 x 5 x 6" 9 x 7 x 8"

How driven STEAM CYLINDERS Main Bilge Line How driven STEAM DUPLEX

65 TON

Ballast Pumps, No. and size SEE BILGE PUMP SAE \* Lubricating Oil Pumps, including Spare Pump, No. and size NONE

Are two independent means arranged for circulating water through the Oil Cooler NONE

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps; - In Engine and Boiler Room AFT P/S 81 mm DIA. FOR P/S 93 mm DIA. (DIRECT) TUNNEL WELL 68 mm DIA. STOKHOLD 81 mm DIA.

In Holds, &amp;c. FOR HOLD P/S 81 mm DIA. AFT HOLD 2 FOR P/S 81 mm DIA.

Main Water Circulating Pump Direct Bilge Suctions, No. and size ONE 180 mm DIA. Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size TWO P/S 93 mm DIA. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes YES

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed at the level of the working floor, with straight tail pipes to the bilges YES

Are all Sea Connections fitted direct on the skin of the ship YES

Are they fitted with Valves or Cocks BOTH

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates YES

Are the Overboard Discharges above or below the deep water line ABOVE

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel YES

Are the Blow Off Cocks fitted with a spigot and brass covering plate YES

What Pipes are carried through the bunkers AIR &amp; SCUPPER PIPES

How are they protected STEEL CASINGS

What pipes pass through the deep tanks NONE

Have they been tested as per Rule YES

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times YES

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one

compartment to another YES

Is the Shaft Tunnel watertight YES

Is it fitted with a watertight door YES

worked from MAIN DECK

## MAIN BOILERS, &amp;c. - (Letter for record (S)) Total Heating Surface of Boilers 258 SQ. METRES = 2754 sq. ft.

Is Forced Draft fitted YES

No. and Description of Boilers TWO MARINE RETURN TUBE

Working Pressure 13.5 kg/cm<sup>2</sup>

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

IS A DONKEY BOILER FITTED? NONE

If so, is a report now forwarded? YES

PLANS. Are approved plans forwarded herewith for Shafting 3/8/25

Main Boilers 26/8/26

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

DUPLICATE COPY AT LONDON OFFICE

Superheaters 7/5/26

General Pumping Arrangements 11/2/27

Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied: - TWO EACH, CONNECTING ROD TOP &amp; BOTTOM END BOLTS, TWO MAIN BEARING BOLTS

ONE SET OF COUPLING BOLTS (CRANK &amp; INTER) ONE SET OF FEED &amp; BILGE PUMP VALVES, ONE SET OF PISTON SPRINGS, QUANTITY

OF ASSORTED BOLTS NUTS &amp; IRON.

\* Seating and valve connections for a duplicate bilge and ballast pump have been provided and this extra pump will be installed in the course of the next few months.

The foregoing is a correct description,

Pyropecepin

Manufacturer.

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Lloyd's Register  
Foundation

010631-010639-0200

If not, state.

Is a Report also sent on the Hull of the Ship?

NOTE - The answers which do not apply should be deleted.

Im 10.24. T.



1926: 1/4, 20/8, 27/8, 30/8, 1/9, 6/9, 7/9, 10/9, 14/9, 20/9, 23/9, 25/9, 29/9, 30/9, 11/10, 15/10, 18/10, 21/10, 23/10, 25/10  
During progress of work in shops - - 4/11, 5/11, 6/11, 8/11, 11/11, 15/11, 18/11, 23/11, 25/11, 27/11, 29/11. 1927: 14/2, 25/2, 1/3, 4/3, 11/3, 14/3, 24/3, 29/3, 11/4, 14/4, 15/4  
19/4, 25/4, 9/5, 11/5, 27/5, 29/5, 4/7, 15/7, 22/7, 27/7, 1/8, 8/8, 21/9, 23/9, 28/9, 10/10, 14/10, 18/10, 24/10, 28/10, 31/10, 11/11, 16/11  
25/11, 28/11, 2/12, 16/12, 22/12. 1928: 4/1, 10/1, 13/1, 16/1, 20/1, 24/1, 3/2, 14/2, 21/2, 24/2, 10/2, 2/3, 6/3, 9/3, 15/3, 19/3, 27/3, 3/4, 6/4, 17/4, 23/4  
15/11/26, 20/11/26. 1927: 30/9, 16/11. 1928: 10/1, 28/2, 3/4, 30/7.  
Dates of Survey while building During erection on board vessel - -  
Total No. of visits 100

Dates of Examination of principal parts—Cylinders 4/3/27 & 18/4/27 Slides 11/5/27 & 22/7/27 Covers 5/11/5/27  
Pistons 27/5/27 & 15/7/27 Piston Rods 21/9/27 Connecting rods 8/8/27  
Crank shaft 15/4/27 Thrust shaft 14/3/27 & 15/7/27 Intermediate shafts 15/7/27  
Tube shaft ✓ Screw shaft 10/10/26 & 15/11/26 Propeller 11-18-20/11/26  
Stern tube 21/10/26 Engine and boiler seatings 5/30/9/27 Engines holding down bolts 16/11/27  
Completion of pumping arrangements 8/6/27 Boilers fixed 15/3/28 Engines tried under steam 30/7/28  
Main boiler safety valves adjusted 15/3/28 Thickness of adjusting washers S.B.S.V. 25 7/8 P.B.S.V. 19 7/8  
Lloyds M. 012' 0/22 Lloyds M. 0172  
Crank shaft material STEEL Identification Mark 0123 HMC 15/4/27 Thrust shaft material STEEL Identification Mark HMC 15/7/27  
Intermediate shafts, material STEEL Identification Marks SEE UNDER Tube shaft, material ✓ Identification Mark ✓  
Lloyds M. 0057 3/8 COPPER 27 49/64 10/2/28 to  
Screw shaft, material STEEL Identification Mark H.R.H. Steam Pipes, material 3/8 STEEL Test pressure 41 49/64 Date of Test 20/4/28.  
Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. ✓  
Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓  
Is this machinery duplicate of a previous case YES If so, state name of vessel S/S "RABOTCHIE"

General Remarks (State quality of workmanship, opinions as to class, &c.)

INTERMEDIATE SHAFTS: LLOYDS M. 0167 13/7/27 HMC LLOYDS M. 0168 15/7/27 HMC LLOYDS M. 0169 15/7/27 HMC LLOYDS M. 0170 15/7/27 HMC LLOYDS M. 0171 15/7/27 HMC.

This machinery has been constructed under special <sup>survey</sup> in accordance with the Rules and approved plans, The materials and workmanship are sound and good, the machinery has been fitted on board the vessel in an efficient manner, examined under working conditions and everything found satisfactory and is in my opinion eligible to be classed with record of L.M.C. 7-28. Propeller shaft fitted with C.L. The machinery requirements for Ice Navigation have been carried out.

It is submitted that this vessel is eligible for THE RECORD. + LMC 7-28 F.D. CL.

J.D.A. 9/8/28.

The amount of Entry Fee ... £	:	:	When applied for,
Special ... £	:	:	19...
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	:	19...

A. M. Crisick.  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRL 10 AUG 1928

Assigned + LMC 7-28  
F.D. CL.

CERTIFICATE WRITTEN.