

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

(Received at London Office

3 FEB 1928

Date of writing Report 1st Feb. 1928 When handed in at Local Office 1928 Port of Hamburg
 No. in Reg. Book 13099 Survey held at Hamburg Date, First Survey 19th Feb. Last Survey 19th Feb. 1928
on the Machinery of the Wood, Iron or Steel Sc. Gregory Zinovieff (No. of Visits 1)
 Tonnage Gross 4418 Vessel built at Leningrad By whom Zalich S. P. & Eng. Works When 1927-9
 Net 1348 Engines made at Leningrad By whom Zalich S. P. & Eng. Works When 1927
 Nominal Horse Power 192 Boilers, when made (Main) 1927 (Donkey) ✓
 No. of Main Boilers 2SB Owners Sovborgflot Owners' Address ✓
 No. of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book).
 Steam Pressure in Main Boilers 185 lb. Port Leningrad Voyage Balutka via Yang
 in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Dry Dock
 (State name of Dock.) (Vulkan Works)

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

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned, new or expired.	Machinery and Boiler Survey (including date of N.B., if any).
+MTA-927		+L.M.C.-927

Last Report No. PortParticulars of Examination and Repairs (if any) U of Tail Shaft

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? ✓

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Do. " Donkey " " " " "

If this was not done, state for what reasons? Boiler Survey not done

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 Boiler?

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? yes Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no 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? 2.5 mm

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

In dry dock examined propeller, tail shaft when drawn, stern bush, sea connection and their fastenings and found all of these parts in satisfactory condition after a new bronze propeller had now been fitted.

As requested by the Leningrad Surveyor the screwings of the tail shaft have now been gauged and found in accordance with the rules, and fit in my opinion for further service.

It is submitted that this vessel, name, respecting the tail shaft, by removed from the limitation list.

The above mentioned propeller, as stated by the Leningrad Surveyor, has only been fitted for trial purposes for a period of about 3 or 4 months and same not fit for ice navigation.

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.&N.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

as far as seen, appears to be in satisfactory condition and eligible in my opinion, to remain as classified in the S.C. Reg. Book and to have fresh record of "Tail shaft seen 1.28"

Survey Fee (per Section 28.) £ 20.00 Fees applied for 27.1 1028
 Special Damage or Repair Fee (if any) £ Received by me, 10
 (per Section 28.) 0.50
 Travelling Expenses (if chargeable) £

Committee's Minute

FRI. 17 FEB 1928

Assigned As now

50-1-28

(without Spl. Order)

Jr. Schreel
 Engineer Surveyor to Lloyd's Register of Shipping.



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 Foundation

Scow hatched examined in
accordance with arrangement
approved 22/6/27

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.

It is submitted that
this vessel is eligible to
remain as CLASSED, without
special restrictions

S. 128
J.P.
6/2/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.