

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

(Received at London Office)

14 OCT 1927

13 OCT 1927

Date of writing Report Oct 12/27

When handed in at Local Office 24

Port of HULL

No. in Reg. Book. 23099

Survey held at Hull

Date, First Survey 23 Sept Last Survey Oct 8th 1927

(No. of Visits) 9

on the Machinery of the Wood, Iron or Steel S.S. "GREGORY ZINOVIEFF"

Tonnage { Gross 2310
Net 1310

Vessel built at Leningrad

By whom Baltic B. Co. Leningrad

When 1927

Engines made at do

By whom do

When 1927

Nominal Horse Power {

Boilers, when made (Main) 1927

(Donkey)

No. of Main Boilers 2

Owners Lortorgflot

Owners' Address

(if not already recorded in Appendix to Register Book)

Port

Voyage

No. of Donkey Boilers

Managers

Steam Pressure—

If Surveyed Afloat or in Dry Dock Afloat, Victoria Bk.

in Main Boilers

in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) Boiler Repairs

(Periodical Surveys, when held, must be reported in detail and serially 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 Rpt. written

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? Yes

Do. " Donkey " " "

If this was not done, state for what reasons?

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? 185 lbs. sq. in.

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? 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?

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

Boiler Repairs Complete.

Please see Leningrad Report:-

Work done:- Both furnaces of starboard boiler renewed. In Port Combustion Chamber, 30 screw stays caulked & nuts rejoined. One breast stay caulked & nut renewed, and 106 tubes expanded. In starboard Combustion Chamber, 36 screw stays caulked, & nuts rejoined. And 106 tubes expanded. Rivets & seams in both combustion chambers caulked as necessary. And on conclusion of the repairs the boiler satisfactorily tested to 327 lbs. per sq. inch. The boiler was examined under steam, and port & starboard safety valves adjusted to 185 lbs per sq. in.

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, E.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., E.D., &c.) how seen is eligible in my opinion to remain as classed, the original working pressure of 185 lbs sq. in. now being restored.

Survey Fee (per Section 28) £

Special Damage or Repair Fee (if any) £ 5.5.0

Travelling Expenses (if chargeable) £

Fees applied for

6 Oct 1927

Received by me,

6 Oct 1927

John H. Mackintosh
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 17 FEB 1928

Committee's Minute

TUES. 18 OCT 1927

Assigned

As now

Subject



Lloyd's Register
Foundation
W1228-0136

Screw shaft examined in
accordance with

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.

Two new furnaces fitted
to the starboard boiler Etc.

It is submitted that
this vessel is eligible to
remain as CLASSED.

Subject to the screw shaft
being examined before
the end of August
1928.

W.D.
14/10/27.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation