

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

12 SEP 1927

Date of writing Report 6th AUGUST 1927 When handed in at Local Office

19 Port of LENINGRAD

No. in Survey held at LENINGRAD

Date, First Survey 24/2/26

Last Survey 4th AUGUST 1927

Reg. Book.

(Number of Visits)

on the S/S "GREGORY ZINOVIEFF"

Built at LENINGRAD

By whom built BALTIC SHIPBUILDING & ENG^s WORKS

Yard No. 165

Tons { Gross
Net

When built 1927

Engines made at LENINGRAD

By whom made DO DO

Engine No. 165

when made 1927

Boilers made at LENINGRAD

By whom made DO DO

Boilers No. 165

when made 1927

Registered Horse Power

Owners SOVIET MERCANTILE FLEET

Port belonging to LENINGRAD

Nom. Horse Power as per Rule 192V

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted YES

Trade for which Vessel is intended TIMBER CARRYING

ENGINES, &c.

Description of Engines STEAM INVERTED RECIPROCATING

Revs. per minute 90

Dia. of Cylinders 450 x 740 x 1230

Length of Stroke 900 mm

No. of Cylinders 3

No. of Cranks 3

Crank shaft, dia. of journals

as per Rule 243 mm

Crank pin dia. 250 mm

Crank webs

Mid. length breadth 278 mm

Thickness parallel to axis

Intermediate Shafts, diameter

as per Rule 231.4 mm

as fitted 235 mm

Thrust shaft, diameter at collars

as per Rule 243 mm

as fitted 250 mm

Tube Shafts, diameter

as per Rule

Screw Shaft, diameter

as per Rule 270.4 mm

as fitted 285 mm

Is the shaft fitted with a continuous liner

No 2 times

Bronze Liners, thickness in way of bushes

as per Rule 16 mm

as fitted 17 mm

Thickness between bushes

as per Rule

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

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

If two liners are fitted, is the shaft lapped or protected between the liners SHAFT PAINTED BETWEEN LINERS 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. 3900 mm

Pitch 3300 mm

No. of Blades 4

Material S.S.

whether Moveable SOLID

Total Developed Surface 5.06 sq. ft.

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 ONE DUPLEX 7 1/2" x 5" x 6"

Pumps connected to the

No. and size TWO, BILGE 9" x 7" x 8", BALLAST 10" x 8 1/2" x 18"

How driven STEAM CYLINDERS

Main Bilge Line

How driven STEAM CYLINDERS

Ballast Pumps, No. and size ONE 100 TON 10" x 8 1/2" x 18"

Lubricating Oil Pumps, including Spare Pump, No. and size

Are two independent means arranged for circulating water through the Oil Cooler

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room ENGINE ROOM 4 @ 100 mm, BOILER ROOM 1 @ 100 mm, TUNNEL WELL 100 mm DIA.

In Holds, &c. AFT HOLD 4 @ 100 mm, FORWARD HOLD 2 @ 100 mm DIA.

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 170 mm DIA Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size 2 @ 100 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 NEAR 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 SPINDLES EXTENDED 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 SANITARY, AIR PIPES & SCUPPERS How are they protected STEEL CASINGS.

What pipes pass through the deep tanks NONE

Have they been tested as per Rule

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, &c.—(Letter for record S)

Total Heating Surface of Boilers 258 sq. mtrs.

185 ft.

Is Forced Draft fitted YES

No. and Description of Boilers TWO MARINE RETURN TUBE

Working Pressure 13 kg/cm²

IS A REPORT ON MAIN BOILERS NOW FORWARDED? YES

IS A DONKEY BOILER FITTED? NONE

If so, is a report now forwarded?

PLANS.

Are approved plans forwarded herewith for Shafting 3/6/25

Main Boilers 3/6/25

Auxiliary Boilers

Donkey Boilers

(If not state date of approval)

Superheaters 7/5/26

General Pumping Arrangements 17/6/26

Oil fuel Burning Piping Arrangements

SPARE GEAR.

State the articles supplied:—

2 each, Connecting rod top end bolts, bottom end bolts, main bearing bolts

1 set each, Coupling bolts for crank shaft and Propeller shaft

1 set each, Feed pump valves, Bilge pump valves, Piston springs

A quantity of assorted bolts and nuts and iron of various sizes

1 Crank shaft, 1 Propeller, 1 pair of connecting rod brasses, 1 set of link brasses

1 Eccentric strap complete suitable for H.P. or L.P. valves, 1 Eccentric strap complete for L.P. valve

H.P. & L.P. Valve spindles, 1 set of boiler check valves, 2 Dog. Boiler tubes.

3 Dog. each, Tubes for Main and Auxiliary condensers.

1 set of Springs for Boiler safety valves and cylinder escape valves.

Items underlined will be supplied on vessels return to Leningrad.

The foregoing is a correct description,

H. Pyepovchuy

Manufacturer.



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Foundation

W1228-0141

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

During progress of work in shops -- 24/4/26, 1/3/26, 6-11-13-24-29/3/26, 1-5-8-12-13-15-19-22-24-27-29/4/26, 13-17-20-27/5/26, 3-8-14-17-23/6/26
 Dates of Survey while building 5-13-15-16-20-23-26-27-30/7/26, 3-4-5-10-11-13-20-24-27-30/8/26, 1-3-6-7-10-13-14-15-18-23-29/9/26, 11-13-15-21-23-25/10/26, 4-5-6-8-11-15-18/11/26.
 During erection on board vessel --- 13/7/26, 4-27/8/26, 20-29/9/26, 25/10/26
 1927-21/4, 27/4, 29/4, 23/5, 26/5, 27/5, 10/6, 27/6, 7/7, 26/7, 4/8.
 Total No. of visits 88.

Dates of Examination of principal parts—Cylinders 13/3/26 Slides 19/4/26 Covers 13/3/26
 Pistons 24/4/26, 27/4/26, 17/6/26. Piston Rods 13/7/26 Connecting rods 29/4/26
 Crank shaft 24/3/26 Thrust shaft 13/3/26 Intermediate shafts 8-13-24-29/4/26.
 Tube shaft ✓ Screw shaft 7/7/27 SEE NOTE BELOW Propeller 7/7/27
 Stern tube 7/7/27 SEE NOTE BELOW Engine and boiler seatings 4/8/26 + 29/9/26 Engines holding down bolts 29/9/26
 Completion of pumping arrangements 24/8/27 Boilers fixed 4/8/27 Engines tried under steam 24/9/28
 Main boiler safety valves adjusted 29/4/27 Thickness of adjusting washers P.B. 23 7/8 24 7/8 S.B. 21 7/8 22 7/8
 Crank shaft material STEEL Identification Mark 001, 002, 003. Thrust shaft material STEEL Identification Mark 010
 Intermediate shafts, material STEEL Identification Marks 013, 014, 015 Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material STEEL Identification Mark N° 066 Steam Pipes, material COPPER Test pressure 26.139 kg/cm² Date of Test 29/3/27 to 29/4/27
 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 No If so, state name of vessel ✓

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

This machinery has been constructed under special survey in accordance with the rules and approved plans. The materials and workmanship are sound and good, it has been fitted on board the vessel in an efficient manner, examined under working conditions and everything found satisfactory and is in our opinion eligible to be classed with record of * L.M.C. 8-27. Subject to the propeller shaft (two lines) being drawn inboard for examination before the end of August 1928 See London Letter E 23/6/27. Copy of Russian Registry certificate for examination of propeller shaft attached.
 The machinery requirements for ice navigation have been carried out.

It is submitted that
 this vessel is eligible for
 THE RECORD. + LMC 8. 27. FD.

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

5/10/27

CERTIFICATE WRITTEN 5/10/27

For H. R. Howells & self
 H. M. Cririck.
 Engineer Surveyor to Lloyd's Register of Shipping.

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

Committee's Minute

FRI. 7 OCT 1927

Assigned

Thurs 8. 27 J.D.
 Subject

TUES. 18 OCT 1927
 FRI. 17 FEB 1928



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