

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

(Received at London Office 20 JAN 1930)

Date of writing Report 13th JAN. 1930 When handed in at Local Office 10 Port of Leningrad

Survey held at Leningrad Date, First Survey 18th DEC 1929 Last Survey 9th JAN. 1930

75/ on the Machinery of the Wood, Iron or Steel M/S "IAN RUDZUTAK" (No. of Visits 4)

Gross 3870 Vessel built at Leningrad By whom SEVERNEY S. B. YARD When 1928-10

Net 2255 Engines made at Leningrad By whom RUSSIAN DIESEL WORKS When 1928

692 Boilers, when made (Main) NONE (Donkey) 1928

Owners SOVTORGFLOT Owners' Address (if not already recorded in Appendix to Register Book.)

Managers OO Port Leningrad Voyage ENGLAND

If Surveyed Afloat or in Dry Dock AFLOAT (State name of Dock.)

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 or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A1. WITH FREEBOARD	10-28	LMC 10-28
Strengthened for navigation in ice		T.S. C.L.
		Lloyds R.M.C. 1928 9.29
		FOR TEM 25°F
		oil lung

Particulars of Examination and Repairs (if any) FITTING OF NEW DONKEY BOILERS

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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? NONE

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

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NONE

Donkey " " " " No

Was not done, state for what reasons? NEW D.Bs FITTED

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

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? ✓

Has the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

Has the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? No 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 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? ✓

Has the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft VESSEL AFLOAT

Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey on the oil fuel waste heat donkey boiler same has to be examined under a hydraulic test safety valves adjusted to 5 kg/cm². On the Farron type water tube donkey boiler feed water supply has to be controlled automatically and the safety valves adjusted to 5 kg/cm². For further particulars of these boilers see Leningrad books N^o 55 + 56 now attached.

General Observations, Opinion, and Recommendation: - This vessel is eligible in my opinion to remain as classed with fresh records of N. D. B. fitted 9-29. 71 lbs/sq WATER TUBE D.B. FITTED 1-30. 71 lbs/sq when the surveys on these boilers have been completed as stated above.

Fees applied for 19 Received by me, 19 SEE 1st ENTRY REPORTS N^o 55 + 56 Leningrad

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

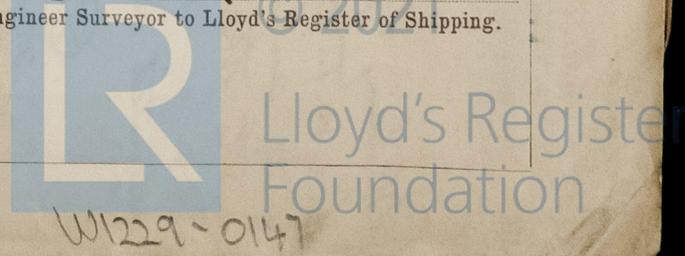
Surveyor's Minute TUE. 4 FEB. 1930

TUE. 25 FEB. 1930

FRI. 18 JUL 1930

FRI. 28 NOV 1930

As none subject note pls D.B. N.D.B. 29 + W.T. D.B. 30 - 71 lbs



W1229-0147

Insert Character of Ship and Machinery precisely as in the Register Book.

In a Certificate required. If so, to be sent to

Original D.B. removed and two others
D.B.s fitted.

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

Subj. to vessel
D.B. being hydraulically
the W.T. D.B. feed water supply
being automatically controlled
and to the S.P. of both
D.B.s being afterwards
adjusted under steam.

(8) $\frac{27/1/30}{\text{D.B. 43 1/2 in. AS}}$
Add notation.
NDB. 29 716
Water Tube NDB. 30
716.

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.



© 2021

Lloyd's Register
Foundation