

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

(Received at London Office) 29 NOV 1928

of writing Report 24th Nov 1928 When handed in at Local Office

in Port of LENINGRAD

Survey held at LENINGRAD

Date, First Survey and Last Survey 22nd Nov. 1928

on the Machinery of the Wood, Iron or Steel ^{M/S} "IAN RUDZUTAK"

(No. of Visits) 1

Gross 3015
Net 2800 208

Vessel built at LENINGRAD

By whom SEYERNEY S.B. YARD

When 1928 - 10

Final Power 692

Engines made at LENINGRAD

By whom RUSSIAN DIESEL WORKS

When 1928

Main Boilers

Boilers, when made (Main)

WASTE HEAT (Donkey) 1928

WASTE HEAT Donkey Boilers

Owners SOYTORC FLOT

Owners' Address LENINGRAD

(if not already recorded in Appendix to Register Book.)

Port LENINGRAD Voyage ENGLAND

Pressure Main Boilers

Managers

WASTE HEAT Donkey Boilers

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).

Report No. 25 Port LENINGRAD

COMPL. OF 1st ENTRY

Particulars of Examination and Repairs (if any) EXAMINATION OF THRUST BLOCK

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.E., if any).
100 A1 WITH FREEBOARD	10-28	L.M.C. 10-28
Oil Engine		T.S. C.L.
(Strengthened for Navigation in Ice)		L.R.M.C. 10-28 FOR TEMP 25°F

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the machinery of the vessel, when made, should be separated from Repairs due to other causes; and the nature and extent of such repairs, when made, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has made such services for this purpose, and why they were declined NONE

Has a special damage report been 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?

Has the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Where not done, state for what reasons? WASTE HEAT BOILER NOT DUE FOR SURVEY

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 Boiler?

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 the 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? No

Has the shaft now been changed? If so, state reasons Has the shaft now fitted new? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done? COMPLETE :-

WORK DONE:- Safety valve of air receiver for Waste Heat Boiler examined under working condition and adjusted to 10 kg/cm², washer 20 kg/cm². Reducing valve on air receiver pipe line now working satisfactorily.

Air valves on starting air receivers are now controlled from engine room platform

Gas test has now been completed to our 1926/27 Rule requirements.

Instructions re working of circuit breakers has now been placed by the side of the air switch board

An engine thrust block has been opened up on account of overheating, parts for the thrust have been renewed. Bearing surfaces of thrust collar and shaft examined and found in good working order. The overheating of the thrust block is stated to have been caused by using cylinder lubricating oil instead of the usual machinery lubricating oil.

General Observations, Opinion, and Recommendation :-

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, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

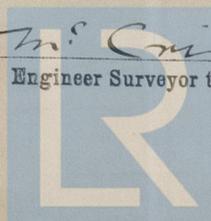
The thrust shaft of this vessel is now seen to be in good working order and the vessel is eligible in my opinion to remain as classed. It is recommended that the vessel's name be now removed from the Special Reasons List in connection with the completion of the above machinery items.

Survey Fee (per Section 28).....	£	19	Fees applied for
Special Damage or Repair Fee (if any) (per Section 28.).....	£		
Selling Expenses (if chargeable).....	£		
			Received by me,
			19

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

Committee's Minute TUE. 4 DEC 1928

signed As now Without spl. cond.



Lloyd's Register Foundation

W1229-0162

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

Is a Certificate required? If so, to be sent to

*Machinery adjustments made,
Spare gear completed.*

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 UNCLASSIFIED.*

*Special condition,
—*

*D.A.
3/12/48.*



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Lloyd's Register
Foundation

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