

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

of writing Report 24th Nov 1928 When handed in at Local Office 10 Port of LENINGRAD

in Survey held at LENINGRAD Date, First Survey and Last Survey 22nd Nov. 1928
(No. of Visits 1)

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

Gross 3015 Vessel built at LENINGRAD By whom SEYERNEY S.B. YARD When 1928 - 10
Net 2800 208 Engines made at LENINGRAD By whom RUSSIAN DIESEL WORKS When 1928
Final Power 692 Boilers, when made (Main) ✓
Main Boilers ✓ Owners SOYTORCFLOT Owners' Address LENINGRAD
Waste Heat Boilers 1 Managers ✓ (if not already recorded in Appendix to Register Book).
Pressure Boilers ✓ Port LENINGRAD Voyage ENGLAND
Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock AFLOAT (State name of Dock.)
Waste Heat Boilers ✓ 43

Report No. 25 Port LENINGRAD

Particulars of Examination and Repairs (if any) COMPL. OF 1st ENTRY

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 now or expired.	Machinery and Boiler Surveys (including date of H.E., if any).
<u>100 A1 WITH FREEBOARD</u>	<u>10-28</u>	<u>L.M.C. 10-28</u>
<u>Oil Engine</u>		<u>T.S. C.L.</u>
		<u>L.R.M.C. 10-28</u>
		<u>FOR TEMP 25°F</u>
		<u>(Strengthened for Navigation in Ice)</u>

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 being detailed in the body of the report, 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 services for this purpose, and why they were declined NONE

Damage report made by anyone else? If so, by whom? ✓

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

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

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

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

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

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

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

Shaft now been changed? ✓ If so, state reasons ✓

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? ✓

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? COMPLETE :-

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

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

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

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

The thrust shaft of this vessel as now seen is 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 19

Additional Damage or Repair Fee (if any) (per Section 28.) £ Received by me, 19

Selling Expenses (if chargeable) £

Committee's Minute TUE. 4 DEC 1928

Signed As now Without spl. Cond. W1229-0162



*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 CLASSED.*

Special condition,
—

*D.A.
3/12/28.*



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Lloyd's Register
Foundation

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