

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

(Received at London Office) SAT JUL 5-1913
 Date of writing Report 28th June 1913 When handed in at Local Office JUL 4 1913 Port of NEWCASTLE-ON-TYNE.

No. in Survey held at Newcastle Date, First Survey and Last Survey 23rd June 1913
 7. Book. on the Machinery of the Wood, Iron or Steel S.S. "Kovgorod" Master (No. of Visits)

Gross 1700 Net Vessel built at Sunderland By whom J. F. Lang & Son Ltd When 1913
 Engines made at Newcastle By whom J. F. Lang & Son Ltd (Donkey)

Boilers, when made (Main) Owners Russian Maritime Club Association Port Odessa
 of Donkey Boilers If Surveyed Afloat or in Dry Dock CHURCH & WALLS (State name of Dock.) Voyage

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

1st Report No. Port

Particulars of Examination and Repairs (if any) Docking

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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? Was a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Do. " Donkey " " " "

is was not done, state for what reasons? 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?

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

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

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

screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

shaft now been changed? If so, state reasons Has it a continuous liner? or two liners? or is it without liners?

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

vessel placed in Dry Dock. The propeller after end of stern bush and the fastenings of the sea connections examined and found in order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as stated 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, R.S. 9, 11, R.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., &c.)

as seen is now in good efficient condition and eligible in my opinion to remain as classed without fresh record of survey.

Fees (per Section 98) Fees applied for

Damage or Repair Fee (if any) Received by me,

ing Expenses (if chargeable)

Committee's Minute TUE JUL 8-1913

igned

Old No. 28735

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

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