

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

(Received at London Office)

CLASSIFIED

Date of writing Report 26th. Nov. 1935, when handed in at Local Office Port of Hamburg.

148

No. in Reg. Book 34398 Survey held at Hamburg. Date, First Survey 11th Nov. 35. Last Survey 23rd/11/1935.

Tonnage Gross 3167 Net 1900 Vessel built at Stockton By whom Craig, Taylor & Co. Ltd. When 1918.

Nominal Horse Power 294 Engines made at Sunderland By whom N.E. Marine Eng. Co. Ltd. When 1918.

Main Boilers 2 58 Donkey Boilers 1 Pressure Main Boilers 180 lb. Donkey Boilers 120 lb. Owners U.S.S.R. Managers - X Owners' Address - X Port Leningrad Voyage Hull.

Report No. 54869 Port Gls Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Part Boiler Survey + 100 A 1-7,34. and Repairs. ss. Bly. No. 3-2,33. Machinery and Boiler Surveys (including date of N.B., if any): + LMC 8,33. B.S. 8,34. TS (CL) 7,34.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs of Damage (the case of which must be stated) should be separated from Repairs due to other causes; and 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.

In cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined. X

Has a special damage report been made by anyone else? If so, by whom? X

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? yes

Has the Surveyor personally gone inside each Donkey Boiler separately and made a thorough examination at this time? X

Has the Surveyor examined the Safety Valves of the Main Boiler? port yes, opened up. what pressure were they afterwards adjusted under steam? 180 lbs.

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

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? yes, port main b. and of the Donkey Boilers? X

Has the Surveyor examined the drain plugs of the Main Boilers? no fitted and of the Donkey Boiler? X

Has the Surveyor examined all the mountings of the Main Boilers? yes, port main boiler. and of the Donkey Boiler? X

Has the Screw Shaft now been drawn and examined? X Is it fitted with continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Has the Screw Shaft now been changed? X If so, state reasons X

Has the Screw Shaft now fitted been previously used? X Has it a continuous liner? X Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? X

Has the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft been examined? X State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft vessel afloat.

Has the electric light and/or power fitted? X

Has the electric light and/or power fitted? not complete.

For completion of boiler survey it remains:- the starb. main and the donkey boiler to be examined in their entirety and their safety valves to be adjusted under steam.

Now done:- At the request of the Owners Representatives examined port main boiler internally and externally with mountings opened up, manholes, doors, steam pipes and fastenings and found:-

Deep grooves underneath the aftmost corrugations of furnaces and in port furnace this groove already cracked. Further found on all combustion chamber back ends, in way of flanges and around the stay bolts corrosion of considerable extent and a greater number of stay bolts in this way considerably wasted away below the original side, especially found corrossions between starb. and centre combustion chambers, where in consequence of the broken internal main feed pipe, the feed water struck the combustion chamber side plates. (P.T.O.)

General Observations, Opinion, and Recommendation:- The machinery of this vessel, as far as seen 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, & L.M.C. 9,11, or L.H.C. 140 lb., F.D., &c.)

It appears to be in satisfactory condition and eligible in my opinion to remain as classed in the Society's Register Book with fresh record of:- B.S.:-11,35, subject to:- starb. main boiler and the donkey boiler being examined in their entirety and their safety valves being adjusted under steam.

Fees applied for 3-5-0 44.00. Received by me, 10. Committee's Minutes FRI. 13 DEC 1935. Assigned Defered for Comp. P.S. FRI. 1 MAY 1936. Write over L. 21.2. Write over L. 21.2. Write over L. 21.2.

D 148

W1286-0168/5

4575/31

Classified and 4575/31

16m.1234-Transfer in (The Surveyors are required)

Special Damage or Repair Fee (if any) £5-0-0 44.00. Travelling expenses (if chargeable) £2-70-0 30.00.

Fees applied for 3-5-0 44.00. Received by me, 10.

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 1 MAY 1936. Lloyd's Register of Shipping. Foundation 2025.

Also found some plain- and stay tubes leaky and both lower manhole doors of a bad fit. (Please see sketch of repairs attached)

Repairs: (Port Boiler:-) Port Fire: A crack in way of the aftmost corrugation (saddle) of about 90 mm in length chisselled out and built up by electric welding. 15 back stay bolts and 6 shell stay bolts renewed. Combustion chamber back end plate in way of 14 renewed stay bolts re-inforced by deposited material of 120 mm diameter and 8 mm thick and the starb. side of the flange of combustion chamber end plate re-inforced by electric welding. 5 plain and 1 stay tube renewed.

Centre Fire:- The deep groove of about 900 mm in length in way of saddle chisselled out and built up by electric welding. 22 back stay bolts renewed and the combustion chamber back end plate in way of the renewed stays and in way of flanges re-inforced by electric welding. A piece of combustion chamber back end plate starb. side in way of flange cropped and a new plate of 1290 x 400 x 21 mm welded in. A piece of centre combustion chamber, starb. side plate cropped and a new plate of 1290 x 750 x 20 mm welded in. All rivets in way of this repair renewed. The corrosions of the top plate have been repaired by electric welding. 5 plain tubes and 2 stay tubes renewed.

Starboard Fire:- The deep groove of about 850 mm in length in way of saddle chisselled out and built up by electric welding. 13 back stay bolts, 14 side stay bolts and 2 shell stay bolts renewed.

Combustion chamber back end port side plate in way of 11 renewed stay bolts re-inforced by deposited material of 120 mm diameter and 8 mm thick. Corrosion on combustion chamber top plate repaired by electric welding. A piece of combustion chamber back end plate in way of flange, port side, cropped and a new plate of 1230 x 400 x 21 mm welded in. A piece of starb. combustion chamber port side plate cropped and a new plate of 1230 x 750 x 20 mm welded in and all rivets in this way renewed; 8 plain and 2 stay tubes renewed.

General:- Further both lower manhole flanges made good by electric welding, the blow off valve rejoined and fitted with an internal blow off pipe. The main internal feed pipe repaired and a new internal feed pipe for the auxiliary feed line fitted. All other boiler mountings dressed up as necessary.

On completion of this repair tested the port main boiler under hydraulic pressure and found same tight.

Under steam found port main boiler tight and adjusted it's safety valves to 180 lbs. pressure.

Note:- As stated by the Captain the boiler survey will be further advanced at Hull, where the vessel proceeding to. The Hull Surveyors have been advised by letter.

Hamburg, 26th November, 1935.

McQuinn
Surveyor to Lloyd's Register.