

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

(Received at London Office 18 MAR 1935)

Date of writing Report 13th March, 1935 When handed in at Local Office 13th March, 1935 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 79837 Survey held at Newcastle-on-Tyne Date, First Survey 12-2-35 Last Survey 7th March 1935  
(No. of Visits 2)

on the Machinery of the Wood, Iron or Steel "LAURITZ" NOW NAMED "DONETZ"

Tonnage { Gross 1600 Vessel built at Glasgow By whom Bardley Curle & Co. Ltd. When 1924. 11.  
Net 892 Engines made at Glenock By whom J. G. Kincaid & Co. Ltd. When 1924  
Nominal Horse Power { 169 Boilers, when made (Main) 1924 (Donkey) -

No. of Main Boilers 2 SD Owners of Erling S. P. Co. Ltd. A/S Owners' Address (if not already recorded in Appendix to Register Books)  
No. of Donkey Boilers None Managers H. Hansen (See below) Port Hobbington Voyage  
Steam Pressure in Main Boilers 180 lb. per sq. in. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 92124 Port New  
Particulars of Examination and Repairs (if any) Docking & T.S.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In 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? -

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

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

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also 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? -

State latest date of internal examination of each boiler -

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

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boiler? -

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

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? No If so, state reasons -

Has the 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? 1/8" F.

State date of examination of Screw Shaft 12-2-35 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft -

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

The vessel placed in dry dock, the propeller and fastenings of all sea connections examined and found satisfactory. The tail shaft drawn in, examined, and found satisfactory. The key found somewhat slack in shaft at the forward end, now satisfactorily re-fitted.

This vessel is stated to have been sold to: Sovtorqflot - Soviet Mercantile Fleet, Petrovka 3, Moscow, Russia.  
Port of Registry: Leningrad.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in safe working condition and eligible, in my opinion, to remain as classed and to have the fresh rotation C.L. 2:35.

Survey Fee (per Section 29) £ : : Fees applied for 19  
Special Damage or Repair Fee (if any) (per Section 29) £ : : Received by me, 19  
Travelling expenses (if chargeable) £ : :  
Committee's Minute 22 MAR 1935  
Assigned As now  
5-2-35

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned now or hereafter.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 1.35 S.S. Nwe. N° 2-33		L.M.C. 3.33 B.S. 3.34 C.L. 1.35

CARGO BAY TENS NOT FITTED

If so, is the Report sent now, or when will it be sent?

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

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



