

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

7 - AUG 1930

(Received at London Office)

Date of writing Report 10 When handed in at Local Office 7 - AUG 1930 Port of London

No. in Reg. Book. 68340 Survey held at London Date, First Survey 5th August 1929 Last Survey 5th August 1930
(No. of Visits 2)

68340 on the Machinery of the Wood, Iron or Steel "COOPERATZIA"

Tonnage { Gross 3767 Vessel built at Leningrad By whom Severney & B. yard When 1929-10
Net 2164 Engines made at Leningrad By whom Russian Diesel Works When 1929

Nominal Horse Power 692 Boilers, when made (Main) (Donkey) 1929, W.T.B.

No. of Main Boilers 1 Owners Sovtorgplot. Owners' Address (if not already recorded, in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Port Leningrad Voyage

Steam Pressure in Main Boilers WTB 7 1/2 Surveyed Afloat or in Dry Dock Hayes Whf. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers WTB 7 1/2

Last Report No. 95270 Port Lon.

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Year assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100A1</u> <u>with prelvand 2-30</u>		<u>+LMC 12-29</u>
		<u>WTB</u>
		<u>oil Engine</u> <u>strengthened in navigation in sea</u>

Particulars of Examination and Repairs (if any) pt W.T.B.

(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? —

Do, " Donkey " " " " No

If this was not done, state for what reasons? WTB not due

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? —

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? WTB Yes Under Steam To what pressure were they afterwards adjusted under steam? 7 1/2 lb

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? 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? —

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? —

State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Vessel afloat.

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

The automatic feed arrangement for the water tube Donkey boiler now examined under working conditions and found satisfactory, and the safety valves of the W.T.B. adjusted as above.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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.A.M.S. 9,11, or L.M.C. 9,11, 150 lb., F.D., &c.)

so far as seen is in a safe working condition and is eligible in my opinion to remain as classed, without fresh record.

Vessel's name to be deleted from the Special Reasons list for the automatic feed

safety valves of the W.T.B.

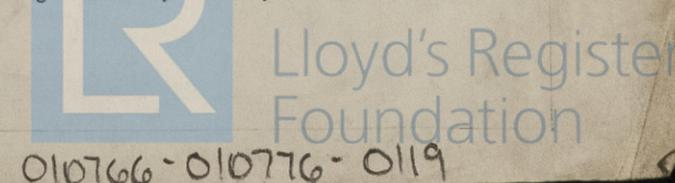
Survey Fee (per Section 28).....	£	:	:	Fees applied for
Special Damage or Repair Fee (if any).....	£	:	:	19
Travelling expenses (if chargeable).....	£	:	:	Received by me,
				19

G. B. Vane
 Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 27 FEB 1931

Committee's Minute
 Assigned As now
Without spl. cond.

FRI. 15 AUG 1930



No

Has a Survey also been held on Ship if so, in 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

10m.11.20.—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

W.T.B. automatic feed regulator
exd. & Safety valves adjusted

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**, without
special restrictions

HRM
11.8.30

THE SURVEYORS ARE REQUESTED

TO SIGN ACROSS THE MARGIN.



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