

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

(Received at London Office 1 - JUL 1930)

Date of writing Report 28TH JUNE 30. When handed in at Local Office 1 - JUL 1930. Port of LONDON.

No. in Reg. Book 18445. Survey held at LONDON. Date, First Survey 27TH JUNE. Last Survey 28TH JUNE 1930. (No. of Visits 2/)

on the Machinery of the Wood, Iron or Steel. COOPERATZIA.

Tonnage Gross 5167. Net 2164. Vessel built at LENINGRAD. By whom SEVERNEY S.B. YARD. When 1929 12MO.

Nominal Horse Power 692. Engines made at LENINGRAD. By whom RUSSIAN DIESEL WORKS. When 1929.

No. of Main Boilers 1. Owners SOVTORGFLOT. Owners' Address (if not already reported in Appendix to Register Book.) Port LENINGRAD. Voyage

No. of Donkey Boilers 1. Managers. Steam Pressure in Main Boilers. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers. Surveyed Afloat or in Dry Dock TOWER BRIDGE WHARF. (State name of Dock.)

Last Report No. 1900 Port Ham. Particulars of Examination and Repairs (if any) WATER TUBE D.B. [PART.]

(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? DONKEY BOILERS SURVEY 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? NOT ADJUSTED.

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? 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? 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 vitae 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. TO COMPLETE THE SURVEY

The Water Tube Donkey Boiler automatic feed arrangements remain to be examined under working conditions; also its safety valves have to be adjusted.

The Owner's Representative states that the Survey will be completed when the Vessel returns to this Port about 3 weeks hence.

The automatic feed [Mumford's Patent] is now fitted to the Water Tube Donkey Boiler.

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. 911, R.M.S. 911, or S.L.M.C. 911, &c.)

So far as now seen is in safe working condition. It is in my opinion to remain as classed

subject to the Water Tube Donkey Boiler automatic feed being tried under working conditions & its safety valves being adjusted. [See London Report No. 94,607. & Leningrad Report No. 47.]

Survey Fee (per Section 28) £ : 19 : Fees applied for

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

Travelling expenses (if chargeable) £ : : 19

Committee's Minute FRI. 11 JUL 1930 FRI. 15 AUG 1930 FRI. 27 FEB 1931

Assigned As now Subject

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

010766-010776-0120

Has a Survey also been held on Ship 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

Automatic feed regulator fitted to
W.T. D.Bs.

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, ^{subject to automatic}
feed regulating gear ^{of the W.T.D.B.} being
tried under working
conditions to the S/A
of that boiler being
subjected under steam.

⑧
7/7/30

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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