Rpt. 9.

No. 19151

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

(Received at London Office 27 JAN 1930)

Date of writing Report 21st Jan. 1930 When handed in at Local Office ..... 19 .... Port of Hamburg

No. in Reg. Book. 18343 Survey held at Hamburg Date, First Survey 14th Jan. 30 Last Survey 19th Jan. 1930 (No. of Visits 4)

on the Machinery of the ~~Wood, Iron or~~ Steel S/S COOPERATZIA Oil Eng.

Tonnage { Gross 3767 / Net 2080 }

Nominal Horse Power { 692

No. of Main Boilers —

No. of Donkey Boilers 2

Steam Pressure— in Main Boilers —

in Donkey Boilers 70 WT

Vessel built at Leningrad By whom Levenez S.B. Yard When 1929-12

Engines made at Leningrad By whom Russian Diesel Works When 1929

Boilers, when made (Main) — (Donkey) 1929

Owners Sovtorgflot Owners' Address (if not already recorded in Appendix to Register Book).

Managers Port Leningrad Voyage Hull-Leningrad

If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)

Last Report No. 70 Port

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1 with freeboard 12.29		+ LMC 12.29
~~Class Boilers plated~~		C.L
		OIL ENGINES
Strengthened for navigation in ice		

Particulars of Examination and Repairs (if any) Dam. Mach.

(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? Dam. Rep. not required

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 " " "

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?

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 Boiler?

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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft? —

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

At the request of the owners representative examined the Machinery after explosion which has taken place in the Port of Hamburg on the 13th January 1930

On examination found: Main Engine No 2. 3 & 4 fuel valves fractured, No. 3 cylinder cover cracked in way of fuel valve cages, 6 lengths of blast air pipes bursted, 2 small fuel overflow valves, one cooling water pipe and one gauge pipe broken.

Cylinder cover and fuel valves have been replaced by spare parts, blast air pipes renewed (tested to 130 kgs/m²), and the other parts repaired.

After completion of repairs the Main Engine has been tried under working and manoeuvering conditions and found in order.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel, as far as seen, appears to be in satisfactory condition and eligible in my opinion to remain as classed in the Reg. Book without fresh record.

(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.&M.S. 9,11, or ✠L.M.C. 9,11, 140 lb., F.D., &c.)

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Section 28.) incl. £2 Sundays £ 4 : - : -

Travelling Expenses (if chargeable) £ 2 : 10 : -

Fees applied for 21. 1. 1930

Received by me, 19

P. Carstensen

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 14 FEB 1930

Assigned Assoc. Subject

TUE. 25 MAR 1930

FRI. 11 JUL 1930

FRI. 27 FEB 1931

FRI. 15 AUG 1930

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

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

(The Surveyors are)

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