

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

(Received at London Office SAT. 29 SEP. 1923)

Date of writing Report 28<sup>th</sup> Sept. 1923. When handed in at Local Office 28<sup>th</sup> Sept. 1923. Port of Southampton  
No. in Reg. Book. Survey held at Portsmouth Dockyard Date, First Survey 19<sup>th</sup> Sept. 1923. Last Survey 24<sup>th</sup> Sept. 1923. (No. of Visits 2)  
08639 on the Machinery of the Wood, Iron or Steel S.K. "JOHN COOPER"  
Tonnage { Gross 277  
Net 108 Vessel built at Middlesbrough By whom W. Harker & Son, Ltd. When 1917.  
Engines made at Birmingham By whom Bellis & Morcom, Ltd. When 1917.  
Registered Horse Power 87 Boilers, when made (Main) 1917 (Donkey) ✓  
No. of Main Boilers 1 Owners The Admiralty Port Lunda Voyage L & up  
No. of Donkey Boilers 180  
Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock No. 10 dry dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
in Donkey Boilers ✓

Last Report No. Port  
Particulars of Examination and Repairs (if any) BS & Screw Shaft 100 A1. Lm. LMC-8.20  
Periodical Surveys, when held, must be reported in detail and serially 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. 3 of 26/7/23. PS. No. 3-12.20.

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 " " " ✓  
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? Ad-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 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? ✓ 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? No  
Has shaft now been changed? No If so, state reasons ✓  
Is the shaft now fitted new? ✓ 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? 16"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete the boiler survey the safety valves require to be adjusted under steam. As the vessel is at present laid up awaiting sale, it is requested that this be deferred for the time being.

Now done:- Vessel placed in dry dock. Repeller and sea connections examined. Screw shaft drawn & examined. Thrust shaft lifted and examined. Main boiler examined internally & externally together with mountings.

General Observations, Opinion, and Recommendation:-  
(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, E.&M.S. 9.11, or L.M.C. 9.11, 140 lb., E.D., &c.)  
The machinery of this vessel, so far as seen, is in good & safe working condition, and eligible in my opinion to remain as classed with notation of S(CL)-9.23, and record of B.S.-9.23 on completion of survey.

Survey Fee (per Section 28) £ 2 0 0 Fees applied for 5/10/1923  
Special Damage or Repair Fee (if any) £ ✓  
Travelling Expenses (if chargeable) £ 14 0 0 Received by me, 14/12/23  
Committee's Minute As now  
Assigned  
FRI. 5 OCT. 1923  
TUES. 22 JUL 1924  
TUES. 11 NOV 1924  
TUES. 25 NOV 1924  
Lloyd's Register Foundation



B.I. due 12.23. parts held completion  
not stated vessel laid up.  
crew shift due 8.23 ended.

It is submitted that this  
vessel WILL BE eligible for  
the record. B.S. 9.23 when the  
safety valves have been  
adjusted under steam  
5.9.23

J.L.  
11/0/23

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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