

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

7 - AUG 1930

(Received at London Office)

7 - AUG 1930

Port of London

Date of writing Report

When handed in at Local Office

Date, First Survey

Last Survey 5<sup>th</sup> August 1930

(No. of Visits)

No. in  
Reg. Book.

Survey held at London

68340

on the Machinery of the Wood, Iron or Steel

"COOPERATZIA"

Tonnage

Gross 3767

Net 2164

Vessel built at Leningrad

By whom

Leveney &amp; B. Yard When 1929-10

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

Owners Lovborgplot

Owners' Address

(if not already recorded, in Appendix to Register Book.)

Port Leningrad Voyage

No. of Donkey Boilers

Managers

Steam Pressure—  
in Main Boilers

If Surveyed Afloat or in Dry Dock

Hayes Whf.

in Donkey Boilers

W.T.B.

Last Report No. 95270 Port

Lon.

Particulars of Examination and Repairs (if any) pt W.T.B. &amp; Lr

(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.)

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? D.B.S. 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?

Yes Under Steam

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?

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 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 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 2 L.M.C. 9, 11, 140 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

19

Special Damage or Repair Fee (if any) £

Received by me,

19

Travelling expenses (if chargeable) £

Committee's Minute

FRI. 15 AUG 1930

FRI. 27 FEB 1931

Assigned

As now  
Without spl. Cond.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

010766-010776-0119



N.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

Rm

11. 8. 30

THE SURVEYORS ARE REQUESTED

TO SIGN ACROSS THE MARGIN.



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