

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 8 DEC 1949)

Date of writing Report 25th Nov 1949 When handed in at Local Office 1949 Port of Amsterdam

No. in Survey held at Haarlem Date. First Survey and Last Survey 20th Dec 1948
Reg. Book. 05956 on the Machinery of the Wood, Iron or Steel Am Trawler "Coimbra" (No. of Visits 1)

Tonnage { Gross 453 Vessel built at Selby By whom Cochrane & Sons Ltd Year. Month. When 1944 8
 Net 162 Engines made at by Ames & Smith, Ltd By whom at Hull When 1944
 Nominal 156 Boilers, when made (Main) 1944 (Donkey)
 Horse Power }
 No. of Main Boilers 1 Owners: Hombrouwer Roederij N.V. Owners' Address: Trauwkerade Ymuiden
 No. of Donkey Boilers 1 Managers: Visserij dij "Prinses Beatrix" (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 200 lb Port Ymuiden Voyage laid up
 in Donkey Boilers

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 unassigned now expired.	Machinery and Boiler Surveys (including date of N.E., if any)
+100A-6.47 Am. Trawler		+LME 8.44 O.G. N 6.47

Last Report No. Port Particulars of Examination and Repairs (if any) conversion

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

" " Donkey " " " " not, state for what reasons

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?

State latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? V

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? V

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

For the information of the Committee
 It was the intention of the Owners to submit the vessel for special survey and conversion into oil firing.
 So far the undermentioned alterations have been carried out:
 The main boiler bearers have been placed 4 frame distances astern and the boiler refilled with the furnaces forward.
 The main engine has been fitted provisionally 3 frame distances astern.
 The vessel is now laid up and the special survey will be carried out when it is decided when the vessel will be taken in commission.

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, BS 9.11, B&S 9.11, LMC 9.11 or LMC 140 lb., PD, &c.)

The vessel being laid up; it is recommended that the vessel be submitted for special survey before she is taken in commission.
This report is written for the information of the Committee.

Fee (per Section 29) £ 20.- Fees applied for 7.12.1949
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 Printing expenses (if chargeable) £ 1.50.- Received by me, 1949

Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute FRI 16 JAN 1950 Defered



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

6610-94710-14710