

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

No.

THU. MAY. 14. 1914

(Received at London Office)

Writing Report March 26th 1914 When handed in at Local Office 19 Port of Curro, Para

Survey held at Curro, Para Date, First Survey 27 February Last Survey March 16th 1914
 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel River Steamer "Coronel" Master YEAR. MONTH.

Gross 242 Vessel built at Krimpen afd IJel By whom A. J. Otto & Zonen When 1910 8
 Net 125 Engines made at Hull By whom Earle's Co Ltd When 1910 8
 Power 43 Boilers, when made (Main) 1910 (Donkey)
 Main Boilers 1 Owners FERNANDES & Rocha Silva & Co Port Para Voyage
 Donkey Boilers 1 If Surveyed Afloat or in Dry Dock on the hard
 Pressure Boilers 130 (State name of Dock.)

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 or expired.	Machinery and Boiler Survey (including date of N.B., if any).
+ 100 A 1		+ L M C 8, 10
8, 10		
<u>1. 14.</u>		

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

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 the nature of the damage, and the nature of the repairs, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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? yes

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? _____

Were any parts of the Boilers not thus thoroughly examined? _____

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? yes To what pressure were they afterwards adjusted under steam? 130

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? yes _____, and of the Donkey Boiler? _____

Did the Surveyor examine the drain plugs of the Main Boilers? yes _____, and of the Donkey Boiler? _____

Did the Surveyor examine all the mountings of the Main Boilers? yes _____, and of the Donkey Boiler? _____

Has the screw shaft now been drawn and examined? yes Is it fitted with continuous liner? _____ or two liners? _____ or is it without liners? yes

Has the shaft now been changed? No If so, state reasons _____

Has the shaft now been fitted new? No Has it a continuous liner? _____ or two liners? _____ or is it without liners? _____

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/32

Is the survey not complete state what arrangements have been made for its completion and what remains to be done? Complete

Shafts drawn and examined. Cylinders opened up, pistons rings etc examined. Slide valves examined. Circulating, feed, air and bilge pumps opened and examined. Condenser down taken off condenser tested and found tight. Crank, thrust and intermediate shafting examined. All sea connections examined and ground in. Boilers opened out and examined internally and externally. Boilers and openings examined. All valves on boilers examined and ground in. Safety valves examined and afterwards adjusted under steam to the above pressure.

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, B.&N.S. 9, 11, or L.M.C. 9, 11, (40 lb., F.D., &c.)

This vessel's machinery is now in good condition & in my opinion eligible for the record of + L M C 3. 14 in the Register Book.

Fee (per Section 98).....	£ : :	Fees applied for
Damage or Repair Fee (if any) (per Section 98.).....	£ : :	19
Working Expenses (if chargeable).....	£ : :	Received by me,
		19

J. Hamilton
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
 FRI. AUG. 13. 1915 TUE. JAN. 11. 1916

Committee's Minute FRI. JUN. 12. 1914
+ L M C 3. 14

FRI. 8-OCT. 1915
 Lloyd's Register
 W 1415-2143

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

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

Survey for re-classification held
in entirety on machinery

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 for
THE RECORD. + LMC 3.14.

5.3.14

VP

19.5.14

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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