

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

15 JUL 1935

(Received at London Office)

Date of writing Report 1st July 1935 When handed in at Local Office 1st July 1935 Port of Bilbao

No. in Reg. Book. 14306 Survey held at Bilbao Date, First Survey 7th June Last Survey 21st June 1935
(No. of Visits 3)

14306 on the Machinery of the Wood, Iron or Steel St. COIMBRA

Tonnage { Gross 4915
Net 2989 Vessel built at Greenock By whom Greenock Shipyard When 1916-17
Engines made at do By whom Rankine & Blackman When 1916
Nominal Horse Power { 481
Boilers, when made (Main) 1916 (Donkey) (1916)
No. of Main Boilers 2 Owners Empresa de Nav. Suso Owners' Address Murquin Stn Port Lisbon Voyage
No. of Donkey Boilers 1 Managers
Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Eusheldun D.D. (State name of Dock.)
in Donkey Boilers ✓

Last Report No. Port

Particulars of Examination and Repairs (if any) T.S.

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 -

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? No

" " Donkey " " " ✓

If this was not done, state for what reasons? Not done for survey

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? -

State latest date of internal examination 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 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? Yes Is it fitted with continuous liner? Yes 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 date of examination of Screw Shaft 10/6/35 State the distance between lignum vitae bearing metal of stern bush and top of after bearing of screw shaft 4 1/2 in

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

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

Work done :- Vessel drydocked, propeller, screw shaft, stern bush and outside fastenings of sea connections examined and in order.

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

as new seen, is in good order and eligible in my opinion to remain as classed, with fresh record of true shaft seen CL 6,35

Survey Fee (per Section 29) T.S. Ps. 75.- Fees applied for 3/7 1935
 Social Damage or Repair Fee (if any) £ Received by me,
 Travelling expenses (if chargeable) £ 2.-

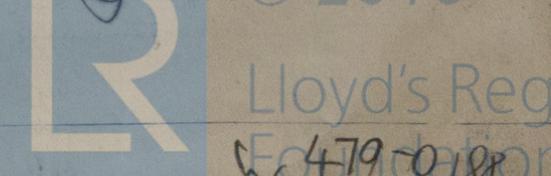
Committee's Minute FRI. 26 JUL 1935
Assigned As now, Subject

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.D., if any).
<u>No 100 A</u>	<u>8.54 5.35</u>	<u>80 LMC</u>
<u>No M.Y.R. N3-2,28</u>		<u>MS 11,32</u>
<u>No Pal N1-32</u>		<u>DS 1,35</u>
		<u>CL 11,32</u>
<u>Carrying Petroleum in Bulk</u>		
<u>FITTED FOR OIL FUEL</u>	<u>2.23</u>	
<u>F.P. ABOVE 100° F.</u>		

Subject to the DONKEY BOILER not being used.

Yannal Jond

J.P. Kennedy
Engineer Surveyor to Lloyd's Register of Shipping.



JUL 17 DEC 1935

Lloyd's Register
479-0188

It is submitted that
this vessel is eligible for
THE RECORD.

Subject to the
DONKEY BOILER
not being used again.

W. J. G.
10/7/21

James W. G. & Co. Ltd. 11, Abchurch Lane, London, E.C. 4.
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RECORD OF THE VESSEL'S SERVICE

100

100



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Foundation