

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. Survey held at Bilbao Date, First Survey 7th June 1935 Last Survey 21st June 1935
 (No. of Vents 3)
74306 on the Machinery of the Wood, Iron or Steel SS. "COIMBRA"
 Tonnage { Gross 4915 Vessel built at Greenock By whom Greenock Shipyard When 1916-17
 Net 2989 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. Lusa Owners' Address Murciaquina Stn Port Lisbon Voyage
 No. of Donkey Boilers 1 Managers Murciaquina Stn Port Lisbon Voyage
 Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Euskeluna D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) T.S.

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? No" " Donkey " " " " ✓If this was not done, state for what reasons? Not done for surveyand 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? YesIs it fitted with continuous liner? YesIs 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 10/6/35State the distance between lignum vitae — 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. 2, 11, B.&H.S. 2, 11, & L.M.C. 2, 11, or R.L.M.C. 140 lb., F.D., &c.)

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

Survey Fee (per Section 29) T.S. Rs. 75/- Fees applied for 3/7/1935
 Special Damage or Repair Fee (if any) £ Received by me, 19
 Travelling expenses (if chargeable) £ 2/-

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

TUE. 17 DEC 1935

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register

479-0188

It is submitted that
this vessel is eligible
THE RECORD.

Subject to the
DONKEY BOILER
not being used again.

16/7/21

22/7/21 in sight but not seen

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Report of 21st July 1921

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Foundation