

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

(Received at London Office)

Date of writing Report 21 - 9 - 1938 When handed in at Local Office 21 - 9 - 1938 Port of West Hartlepool
No. in Survey held at West Hartlepool Date, First Survey 25th August Last Survey 29th August 1938
Reg. Book. 72178 on the Machinery of the ~~West Hartlepool~~ Steel ~~Co.~~ "CORINTHIAN"
Tonnage { Gross 3122 Vessel built at West Hartlepool By whom W. Gray & Co. Ltd. When 1938 - 8
Net 1431 Engines made at West Hartlepool By whom Central Marine Eng. Works When 1938
Nominal Horse Power 606 Boilers, when made (Main) 1938 (Donkey)
No. of Main Boilers 3 SB Owners Ellerman Lines, Ltd. Owners' Address as recorded
No. of Donkey Boilers 1 Managers Port Liverpool Voyage
Steam Pressure in Main Boilers 225 lb. If Surveyed Afloat or in Dry Dock
in Donkey Boilers

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage.

(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. *Not required.*

Was a damage report made by anyone else? If so, by whom? *Yes. M/W's Surveyor.*

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

" " Donkey " " ☒

If this was not done, state for what reasons? ☒

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 ☒

Present condition of funnel(s) ☒

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 Boilers? ☒

Did the Surveyor examine all the mountings of the Main Boilers? ☒

, and of the Donkey Boilers? ☒

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? ☒ 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 ☒ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ☒

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ☒

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ☒

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

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

Damage stated to have been sustained to High Pressure engine on the 24th August 1938 whilst under going full power steaming trial.

Now Done:- High Pressure steam cylinder walls, where found to be slightly scored, buffed up. Piston rod, neck bush and metallic packing renewed. Independent steam & exhaust valves and their gears opened up, examined and put in good order. Upon completion of the repairs the machinery again examined under steaming conditions & found satisfactory.

General Observations, Opinion, and Recommendation:— *The above is forwarded for the*

(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.&M.S. 9, 11, & L.M.C. 9, 11, or any other classification, &c.)

information of the Committee.

Survey Fee (per Section 29) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) £ 3 : 3 : 0
(per Section 29.)
Travelling expenses (if chargeable) £ : :
Received by me, *R. C. Moffitt*

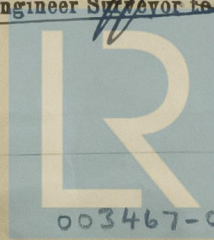
Committee's Minute

TUE. 4 OCT 1938

Assigned

As above.

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register

003467-003473-0326