

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

23 DEC 1935

Date of writing Report 21/12/1935 When handed in at Local Office 21/12/1935 Port of Leith
 No. in Survey held at Burntisland Date, First Survey 7/10/35 Last Survey 14/12/1935
 Reg. Book. "CORBRAE" (Number of Visits 10) Gross 1788
37524 on the Tons Net 1004
 Built at Burntisland By whom built Burntisland SBC Ltd Yard No. 191 When built 1935
 Engines made at Sunderland By whom made N.E. Marine Eng Co Ltd Engine No. 2827 When made 1935
 Boilers made at Sunderland By whom made N.E. Marine Eng Co Ltd Boiler No. 2827 When made 1935
 Registered Horse Power ✓ Owners Gory Colliers Ltd Port belonging to London
 Nom. Horse Power as per Rule 171 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Use for which Vessel is intended Coasting

ENGINES, &c.—Description of Engines

Revs. per minute
 No. of Cylinders
 Length of Stroke
 No. of Cranks
 Crank shaft, dia. of journals as per Rule Crank pin dia. as per Rule Mid. length breadth as per Rule Thickness parallel to axis as per Rule
 as fitted as fitted Crank webs as fitted Mid. length thickness as fitted Thickness around eye-hole as fitted
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted as fitted Is the lube screw shaft fitted with a continuous liner Yes
 Main Shafts, diameter as per Rule Screw Shaft, diameter as per Rule Is the after end of the liner made watertight in the
 as fitted as fitted Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 as fitted as fitted If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner
 the liner does not fit tightly at the part between the bearings in the stern tube, the space charged with a plastic material insoluble in water and non-corrosive
 two liners are fitted, is the shaft lapped or protected between the liners Yes Is an approved Oil Gland or other appliance fitted at the after end of the lube
 If so, state type Newark Length of Bearing in Stern Bush next to and supporting propeller
 Propeller, dia. 31 1/2 Pitch 18 Material Cast Iron whether Movable Yes Total Developed Surface sq. feet
 Main Pumps worked from the Main Engines, No. 2 Diameter 18" Stroke 24" Can one be overhauled while the other is at work
 Auxiliary Pumps worked from the Main Engines, No. 2 Diameter 18" Stroke 24" Can one be overhauled while the other is at work
 Bilge Pumps, No. and size 2 Pumps connected to the Main Bilge Line Yes How driven Electric
 Lubricating Oil Pumps, including Spare Pump, No. and size 2
 Independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps;—In Engine and Boiler Room 3 @ 2 1/2" In Holds, &c. 2 @ 3" No 2 Hold 2 @ 3" No 4 Hold

Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 and size 1 @ 4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes
 all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Both
 they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Above
 they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 Pipes pass through the bunkers Bilge suction How are they protected Wood bilge ceiling
 pipes pass through the deep tanks Bilge suction Have they been tested as per Rule Yes
 All Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one
 compartment to another Yes Is the Shaft Tunnel watertight Eng's Aft Is it fitted with a watertight door Yes worked from Yes

ON BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers

Forced Draft fitted Yes No. and Description of Boilers 2 Working Pressure 150 lb

A REPORT ON MAIN BOILERS NOW FORWARDED?

A DONKEY BOILER FITTED?

If so, is a report now forwarded?

Is donkey boiler intended to be used for domestic purposes only

ANS. Are approved plans forwarded herewith for Shafting Main Boilers 2 Auxiliary Boilers 2 Donkey Boilers 2
 (If not state date of approval)

General Pumping Arrangements Oil fuel Burning Piping Arrangements

Is the spare gear required by the Rules been supplied

Is the principal additional spare gear supplied

See Sunderland Rpt No 31716.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register

004703-004709-0225

During progress of work in shops - -
 Dates of Survey while building
 During erection on board vessel - - - 1935 Oct 7, 11, 22, 31 Nov; 5, 12, 22 Dec; 4, 11 14
 Total No. of visits 10

Dates of Examination of principal parts—Cylinders ✓ Slides ✓ Covers ✓
 Pistons ✓ Piston Rods ✓ Connecting rods ✓
 Crank shaft ✓ Thrust shaft ✓ Intermediate shafts ✓
 Tube shaft ✓ Screw shaft ✓ Propeller ✓
 Stern tube 11/10/35 Engine and boiler seatings 7/10/35 Engines holding down bolts 22/11/35
 Completion of fitting sea connections 11/10/35
 Completion of pumping arrangements 4/12/35 Boilers fixed 12/11/35 Engines tried under steam 14/12/35
 Main boiler safety valves adjusted 4/12/35 Thickness of adjusting washers P 7/16 S 11/32 Superheater 1/2 P 7/16 S 11/32 Superheater 1/2
 Crank shaft material ✓ Identification Mark ✓ Thrust shaft material ✓ Identification Mark ✓
 Intermediate shafts, material ✓ Identification Marks ✓ Tube shaft, material ✓ Identification Mark ✓
 Screw shaft, material ✓ Identification Mark ✓ Steam Pipes, material SD Steel Test pressure 660 lbs Date of Test 22/11/35
 Is an installation fitted for burning oil fuel No Is the flash point of the oil to be used over 150°F. ✓
 Have the requirements of the Rules for the use of oil as fuel been complied with ✓
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo ✓ If so, have the requirements of the Rules been complied with ✓
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with ✓
 Is this machinery duplicate of a previous case No If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. This machinery has been efficiently fitted on board, the materials & workmanship being sound & good.
 On completion all safety valves were adjusted under steam 220 lbs & the Main & Auxiliary machinery were tried under working conditions & found satisfactory
 This machinery in our opinion is in safe working condition & eligible to be classed in the Register Book with the notation of LMC 12-35 & T.S.(06)

Certificate to be sent to
 The Surveyors are requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £
 Special ...
 Donkey Boiler Fee ...
 Travelling Expenses (if any) £ 1-1-6
 When applied for, 21-12-1935
 When received, 31-1-1936

Chas R Barcliffe
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned

+ Lmb 12.35
 Ch. 09

FRI, 8 JAN 1936



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