

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 Tons 1788
37524 on the Net Tons 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 171 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

FINES, &c.—Description of Engines

No. of Cylinders	Length of Stroke	No. of Cranks	Revs. per minute
<u>2</u>	<u>24"</u>	<u>2</u>	<u>116</u>
Crank shaft, dia. of journals	Crank pin dia.	Crank webs	Thickness parallel to axis
<u>10 1/2"</u>	<u>4 1/2"</u>	<u>1 1/2"</u>	<u>1 1/2"</u>
Intermediate Shafts, diameter	Thrust shaft, diameter at collars		
<u>10 1/2"</u>	<u>10 1/2"</u>		
Propeller Shafts, diameter	Screw Shaft, diameter	Is the lube screw shaft fitted with a continuous liner	
<u>10 1/2"</u>	<u>10 1/2"</u>	<u>Yes</u>	
Liner thickness in way of bushes	Thickness between bushes	Is the after end of the liner made watertight in the	
<u>1/8"</u>	<u>1/8"</u>	<u>Yes</u>	
Propeller dia.	Pitch	Material	Whether Movable
<u>36"</u>	<u>24"</u>	<u>Cast Iron</u>	<u>No</u>
Main Pumps worked from the Main Engines	Diameter	Stroke	Can one be overhauled while the other is at work
<u>2</u>	<u>10 1/2"</u>	<u>24"</u>	<u>Yes</u>
Auxiliary Pumps worked from the Main Engines	Diameter	Stroke	Can one be overhauled while the other is at work
<u>2</u>	<u>10 1/2"</u>	<u>24"</u>	<u>Yes</u>
Oil Pumps	No. and size	How driven	
<u>2</u>	<u>2 1/2"</u>	<u>Electric</u>	
Lubricating Oil Pumps	No. and size	How driven	
<u>2</u>	<u>2 1/2"</u>	<u>Electric</u>	
Oil Cooler	No. and size		
<u>1</u>	<u>30" x 2 1/2"</u>		
Suctions, connected to both Main Bilge Pumps and Auxiliary			
<u>2</u>	<u>2 1/2"</u>		

Water Circulating Pump Direct Bilge Suctions, No. and size 1 1/4" Independent Power Pump Direct Suctions to the Engine Room Bilges, and size 1 1/4" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Yes
 Are the Bilge Suction Pipes 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
 Are 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
 Are 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
 How are they protected Wood bilge ceiling
 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
 Is the Shaft Tunnel watertight Eng's Aft Is it fitted with a watertight door Yes worked from Yes

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 10400
 Forced Draft fitted Yes No. and Description of Boilers 2 N 2 Hold, 2 N 4 Hold Working Pressure 150 lbs

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes
 IS A DONKEY BOILER FITTED? Yes If so, is a report now forwarded? Yes
 Is a donkey boiler intended to be used for domestic purposes only? Yes

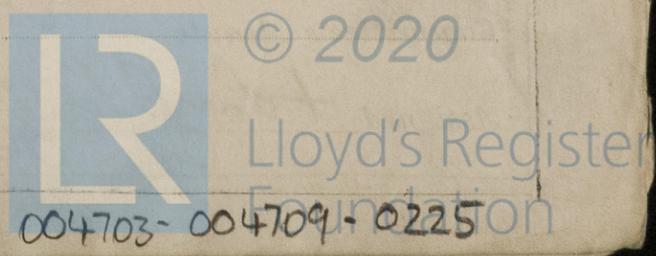
Are approved plans forwarded herewith for Shafting Main Boilers Yes Auxiliary Boilers Yes Donkey Boilers Yes
 General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

Is the spare gear required by the Rules been supplied? Yes
 Is the principal additional spare gear supplied? Yes

See Sunderland Rpt No 31716.

The foregoing is a correct description,

Manufacturer.



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 3/32 Superheater 1/32 P 7/16 S 7/16 Superheater 1/32
 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 Backleffe
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned + Lmb 12.35
 Cf. 09

FRI, 8 JAN 1936



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