

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

24 NOV 1935

Date of writing Report

19

When handed in at Local Office

2 NOV 1935

Port of

Sunderland

No. in Survey held at

Sunderland

Date, First Survey

15 July

Last Survey

30 Oct 1935

Reg. Book.

on the

S/S "CORBRAE"

Number of Visits

25

Gross

Tons

Net

Built at

Burntisland

By whom built

Burntisland S.B. Co. Ltd.

Yard No.

191.

When built

1935

Engines made at

Sunderland

By whom made

North East &amp; West Eng. Co. Ltd.

Engine No.

2824

When made

1935

Boilers made at

Sunderland

By whom made

North East &amp; West Eng. Co. Ltd.

Boiler No.

2824

When made

1935

Registered Horse Power

Owners

Gony 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.

Trade for which Vessel is intended

Coasting.

## ENGINES, &amp;c.—Description of Engines

Triple Expansion (Poppet-Valves on I.P. &amp; M.P.)

Revs. per minute

Dia. of Cylinders

16 1/2" x 26" x 4 1/2"

Length of Stroke

33

No. of Cylinders

3

No. of Cranks

3

Crank shaft, dia. of journals

as per Rule

9.48

as fitted

9 3/4"

Crank pin dia.

10 1/4"

Crank webs

Mid. length breadth

16 3/4"

Mid. length thickness

6"

Thickness parallel to axis

6"

Thickness around eye-hole

5 1/8"

Intermediate Shafts, diameter

as per Rule

9.036

as fitted

none.

Thrust shaft, diameter at collars

as per Rule

9.48"

as fitted

9 3/4"

Tube Shafts, diameter

as per Rule

as fitted

Screw Shaft, diameter

as per Rule

as fitted

10.16"

10 3/8"

Is the

screw

shaft fitted with a continuous liner

Yes.

Bronze Liners, thickness in way of bushes

as per Rule

as fitted

6066

Thickness between bushes

as per Rule

as fitted

5/8"

Is the after end of the liner made watertight in the

propeller boss

Yes.

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

Yes.

If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

Yes.

If two liners are fitted, is the shaft lapped or protected between the liners

No.

If so, state type

No.

Is an approved Oil Gland or other appliance fitted at the after end of the tube

Yes.

Propeller, dia.

13'-6"

Pitch

14'-6"

No. of Blades

4

Material

C.I.

whether Movable

No.

Total Developed Surface

64.5

sq. feet

Feed Pumps worked from the Main Engines, No.

2

Diameter

23 1/4"

Stroke

16 1/2"

Can one be overhauled while the other is at work

Yes.

Bilge Pumps worked from the Main Engines, No.

2

Diameter

23 1/4"

Stroke

16 1/2"

Can one be overhauled while the other is at work

Yes.

Feed Pumps

No. and size

2 / 8 1/2" x 6" x 15"

How driven

Steam

Pumps connected to the

Main Bilge Line

No. and size

one 9" x 10" x 10"

How driven

Steam

Ballast Pumps, No. and size

1

9" x 10" x 10"

1

9 1/2" x 11" x 18"

Lubricating Oil Pumps, including Spare Pump, No. and size

No.

Size

No.

Size

No.

Size

No.

Size

No.

Size

No.

Size

No.

Size

No.

Size

No.

Size

Are two independent means arranged for circulating water through the

Oil Cooler

Yes.

Suctions, connected to both Main Bilge Pumps and Auxiliary

Bilge Pumps;—In Engine and Boiler Room

In Pump Room

In Holds, &amp;c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size

1 @ 4"

Independent Power Pump Direct Suctions to the Engine Room Bilges,

No. and size

1 @ 4"

Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

Are 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

Are all Sea Connections fitted direct on the skin of the ship

Are they fitted with Valves or Cocks

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates

Are the Overboard Discharges above or below the deep water line

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel

Are the Blow Off Cocks fitted with a spigot and brass covering plate

What Pipes pass through the bunkers

How are they protected

What pipes pass through the deep tanks

Have they been tested as per Rule

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

Is the 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

Is the Shaft Tunnel watertight

None

Is it fitted with a watertight door

Yes.

worked from

MAIN BOILERS, &amp;c.—(Letter for record

S)

Total Heating Surface of Boilers

2854

sq. ft.

Is Forced Draft fitted

No.

No. and Description of Boilers

2 S.B.

Working Pressure

220.

IS A REPORT ON MAIN BOILERS NOW FORWARDED?

Yes.

IS A DONKEY BOILER FITTED?

No.

If so, is a report now forwarded?

Yes.

Is the donkey boiler intended to be used for domestic purposes only

No.

PLANS.

Are approved plans forwarded herewith for Shafting

Yes.

Main Boilers

Ship

Auxiliary Boilers

Yes.

Donkey Boilers

Yes.

Superheaters

None.

General Pumping Arrangements

Yes.

Oil fuel Burning Piping Arrangements

Yes.

## SPARE GEAR.

Has the spare gear required by the Rules been supplied

Yes.

State the principal additional spare gear supplied

One C.I. Propeller, 2 feed pump valves, 1 set Circulating Pump valves, 2 bilge pump valves &amp; 1 seat, 3 junk ring bolts &amp; nuts, 6 plain boiler tubes, 2 assorted brass studs &amp; nuts, 3 Condenser tubes, 1 set air pump valves, 2 ballast pump valves, 2 Safety valve Springs.

Superheater Spares: 20% total number element jointing rings. 10% total number

Steel plug. 5% total number of studs &amp; nuts. 2% total number clamps.

The foregoing is a correct description,  
FOR THE NORTH EASTERN MARINE ENGINEERING CO. LTD.

A. C. Berry.

MANAGER

Manufacturer.



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Lloyd's Register

Foundation

004703-004709-0226

1935 July 15, 22, 26 Aug. 16, 19, 22, 26 Sep. 4, 9, 11, 20, 23, 25, 27, 30 Oct. 2, 3, 7, 11  
During progress of work in shops - - 16, 23, 25, 28, 30 = 25  
Dates of Survey while building During erection on board vessel - - -  
Total No. of visits

Dates of Examination of principal parts—Cylinders 23/9/35 30/9/35 Slides 16/10/35 Covers 25/9/35  
Pistons 25/9/35 Piston Rods 25/9/35 Connecting rods 11/10/35  
Crank shaft 16/9/35 23/9/35 30/9/35 Thrust shaft 30/9/35 Intermediate shafts ✓  
Tube shaft ✓ Screw shaft 20/9/35 2/10/35 Propeller 2/10/35  
Stern tube 2/10/35 Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements

Boilers fixed

Engines tried under steam

Main boiler safety valves adjusted

Thickness of adjusting washers

Crank shaft material Ingot Steel Identification Mark

LLOYDS  
N° 8116  
WHF  
30.9.35

Thrust shaft material Ingot Steel Identification Mark

LLOYDS  
N° 8180  
WHF  
30.9.35

Intermediate shafts, material ✓ Identification Marks

Tube shaft, material ✓ Identification Mark

Screw shaft, material Ingot Steel Identification Mark

LLOYDS  
N° 8120  
WHF  
2.10.35

Steam Pipes, material

Test pressure

Date of Test

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 No.

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 built under Special Survey  
in accordance with the Rules of the Society.  
The materials & workmanship are good.

This machinery has been despatched to Burntisland &  
when securely fitted on board & satisfactorily tried under steam  
will be eligible, in my opinion, to have notation of L.R.C.  
hutch date, T.S (C.L), in the Register Books.

The amount of Entry Fee ... £ 3 : - : When applied for.  
4/5 Special Sla. a/c £ 34 : 4 : 2 NOV. 1935  
1/5 " Lta. a/c £ 8 : 11 :  
Donkey Boiler Fee ... £ : : When received.  
Travelling Expenses (if any) £ : : 7/17/1935.

W. H. Fraser.

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 3 JAN 1936

Committee's Minute

Assigned

See Sld. I.E. 18977



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