

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

(Received at London Office FEB 26 1938)

25 FEB. 1938

Port of SUNDERLAND

Date of writing Report 19 When handed in at Local Office

No. in Reg. Book. Survey held at Sunderland Date, First Survey Feb 15 Last Survey Feb 16 1938 (No. of Visits 2)

37608 on the Machinery of the Wood, Iron or Steel CORFIELD

Tonnage Gross 1791 Net 1004 Vessel built at Burntisland By whom Burntisland S.S. Co. Ltd. When 1937 6

Nominal Horse Power 176 Engines made at Sunderland By whom A. S. Marine Eng. Co. Ltd. When 1937

No. of Main Boilers 2 Boilers, when made (Main) 1937 (Donkey) Owners Any Colliers Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Wm. Cory & Son, Ltd. Port London Voyage Steam Pressure in Main Boilers 220 lbs. If Surveyed Afloat or in Dry Dock Austins penton (State name of Dock.)

Last Report No. Port Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Particulars of Examination and Repairs (if any) Alkug

(Periodical Surveys, when held, must be reported in detail and seriatim 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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Not done for Survey

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) Good

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? 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 16/3/38 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/16"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Complete

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

Now done: Part placed on penton propeller, screw shaft, stern bush and inside fittings examined.

General Observations, Opinion, and Recommendation:—

(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 L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, as now run, is in an efficient condition and slight, in my opinion, to remain as classed with fresh Record of C.L. 2.38.

Survey Fee (per Section 29) £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : Committee's Minute

Assigned As now

FRI 11 MAR 1938

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

007722-007730-0028

If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

DOCKING

It is submitted that
this vessel is eligible to
remain as CLASSED.

52.38 *Red K*
1.3.38



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