

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

(Received at London Office JUN -5 1940)

Date of writing Report 23rd May 1940 When handed in at Local Office 29 MAY 1940 Port of LIVERPOOL  
 No. in Reg. Book 06449 Survey held at Fleetwood Date, First Survey 17th APRIL Last Survey 23rd May 1940  
 on the Machinery of the Wood, Iron or Steel S.S. "CORCYRA" (No. of Visits 5)

Tonnage { Gross 225 Vessel built at Beverley By whom Cook, Welfin & Gemmell Ltd When 1914 5  
 Net 112 Engines made at Hull By whom Amos & Smith Ltd When 1914  
 Normal Horse Power 68 Boilers, when made (Main) 1914 (Donkey)   
 No. of Main Boilers 1/58 Owners W. M. M. Curtis Owners' Address \_\_\_\_\_  
 No. of Donkey Boilers \_\_\_\_\_ Managers \_\_\_\_\_ Port Dublin Voyage \_\_\_\_\_  
 Steam Pressure in Main Boilers 200 lb. # Surveyed Afloat or in Dry Dock Slipway and NYPE Dock  
 in Donkey Boilers \_\_\_\_\_ (State name of Dock.) \_\_\_\_\_

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Part + LHC.

(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? yes

" " 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 17th April 1940. Present condition of funnels good.

Did the Surveyor examine the Safety Valves of the Main Boiler? yes. To what pressure were they afterwards adjusted under steam? 200 lb.

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? yes. , 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? yes. , and of the Donkey Boilers?

Has screw shaft now been drawn and examined? no. 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 3/16"

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

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 To complete the survey the main steam pipe and electric installation remain to be examined and tested.

How done: Vessel placed on the slipway, Propeller, aft end of stem tube, sea valves and cocks with their fastenings examined, machinery opened up, cylinders, pistons, slide valves, crank and thrust shafts, pumps, condensers and pumping arrangements examined.

Boiler examined internally and externally with mountings, safety valves, man hole doors and fastenings.

The safety valves were adjusted under steam to the pressure

General Observations, Opinion, and Recommendation: The machinery of this vessel

(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.)  
so far as now seen is in safe working condition and eligible in my opinion to remain as now classed with fresh record + LHC. 5,40 when the survey is completed. Subject to the condenser aft water end being renewed before the end of October 1940

Survey Fee (per Section 29) +LHC. £ 5 : 0 : 0 Fees applied for 29 MAY 1940  
 Special Repair Fee (if any) £ 1 : 1 : 0 Received by me, \_\_\_\_\_  
 Travelling expenses (if chargeable) £ : : \_\_\_\_\_

Committee's Minute \_\_\_\_\_  
 Assigned Deferred. LIVERPOOL 4 JUN 1940

R. B. Greer.  
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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



L. K. "Corydon"

of 200 lbs per sq ft. The weight of the condenser after water was found to be 100 lbs. It is recommended that this be removed in an early time.

Again used a tank.

Heat and large tank of hydrogen removed. Centrifugal pump in better way removed. Water, center furnace packed up. A strong tank removed, several tubes expanded. Minor caulking to back and seams.

This vessel has been used to his best. Black has been found.

Notes

Subject to the aft end of the condenser being removed before the end of 1940

The vessel is eligible for a record of B. 5740

*[Signature]*  
11/6/40

