

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 13 FEB 1946)

Date of writing Report 12.2.1946 When handed in at Local Office 12.2.1946 Port of HULL.

No. in Survey held at HULL. Date. First Survey 7.8.45 Last Survey 7.2.1946 (No. of Visits 8)

2058 on the Machinery of the ~~Wood, Iron or~~ Steel screw steamer "CORRIE" Year. Month. 1902 9

Gross 624 Vessel built at Troon By whom Ailsa S.B. Co., Ltd. When 1902 9
Net 251 Engines made at Glasgow By whom Muir & Houston, Ltd. When 1902 9

Nominal 80 RHP Boilers, when made (Main) 1902 (Donkey) -
Horse Power of Main Boilers 1 SB Owners Culliford Shipping Co., Ltd. Owners' Address -
of Donkey Boilers - Managers Culliford & Clark, Ltd. Port London Voyage -
Steam Pressure 130 lbs. If Surveyed Afloat or in Dry Dock Alex. Dock & Dry Dock.

Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

1st Report No. Port
Particulars of Examination and Repairs (if any) Docking & T.S.

Periodical Surveys, when held, must be reported in detail and serially 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.

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

as a damage report made by anyone else? If so, by whom? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now been changed? No If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 9.8.45. State the wear down in the stern bush - Is electric light and/or power fitted? - 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? - Engine parts, when referred to by numbers, should be counted from forward. see note below.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. **NOT DONE:-** Vessel placed in dry dock. Propeller, sternbush & outside fastenings examined. Propeller found fouled by small gauge wire. Tailshaft drawn for examination and continuous liner found chafed badly by wire and in need of renewal. Sternbush also found badly chafed and the flange partly severed. Cast iron bush housing tube at forward end of stern tube (removable for withdrawing tailshaft) found broken and the stern tube deeply wasted in way of bush housing tube fitting strip. As the dry dock was urgently required, the stern tube aperture has been temporarily closed to refloat the vessel but so far nothing has been done towards necessary repairs.

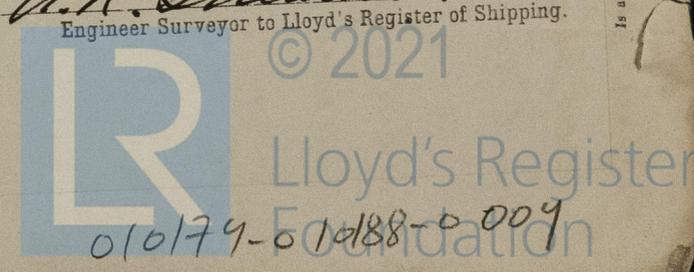
N.B.:- We are now informed that the vessel has proceeded from this port to Ghent in tow where it is proposed to employ the vessel as a hulk.

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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.) CS 3,34,
For the information of the Committee.

Survey Fee (per Section 29) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) £ : : Received by me, 19
(per Section 29.)
Travelling expenses (if chargeable) £ : :

Committee's Minute
Assigned

A.H. Sudder
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

Repairs are required to
screw shaft and stern tube
vessel has been towed to
agent to be used as a hulk

It is submitted for
consideration that
the class be
withdrawn

Roell
14/3/46



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