

29 JAN 1943

No. 17404

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

(Received at London Office)

Date of writing Report 23rd Jan 1943 When handed in at Local Office 27th Jan 1943 Port of Middlesbrough

No. in Survey held at Middlesbrough Date First Survey 14th Jan 1943 Last Survey 20th Jan 1943
Reg. Book. (No. of Visits Two)

71975 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. CORABELLA

Gross 5682 Vessel built at Sunderland By whom J.L. Thompson & Sons Ltd. When 1937-8

Tonnage Net 3373 Engines made at Sunderland By whom Geo Clarke (1936) Ltd. When 1937

Nominal Horse Power 395 Boilers, when made (Main) 1937 (Donkey)

No. of Main Boilers 3 SB Owners Saguenay Terminal, Ltd. Owners' Address
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers Managers Port London Voyage

Steam Pressure in Main Boilers 220 lb If Surveyed Afloat or in Dry Dock LNER, DK. Afloat
in Donkey Boilers (State name of Dock.)

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

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Science repairs.

(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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>*100 A1. 9.42</u>		<u>*LMC 8.37</u> <u>BS. 1.42</u>
		<u>CL N. 4.39.</u>
<u>Examinat 9.42. Mob</u>		

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

Donkey " " " "

If not, state for what reasons _____ What parts of the Boilers could not be thus thoroughly examined?

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 (if) Good

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? No Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft _____ State the wear down in the

stern bush Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

It was stated by the chief engineer that the after L.P. bearing of the main engine had a slight thrustships movement in the bearing pocket. The top half of the bearing now removed, wear down gauged, clearance taken between side of pocket and bearing ($\frac{8}{1000}$), crank web gauged, and journal and web examined, all found to be in order. Main engine and Thrust block holding down bolts examined and rendered up.

It is considered that the engine is in a satisfactory and efficient condition. A new dynamo has been fitted on the Star side. Engine No 49644, made by Robey and Co. Ltd, Dynamo No F122. A890 made by Crompton Parkinson of 15 kw. The set is supplied for D.G. Purposes, and a Test Certificate covering the engine is attached. Test results on the dynamo will be forwarded as soon as available. Some minor repairs also effected due to wear and tear.

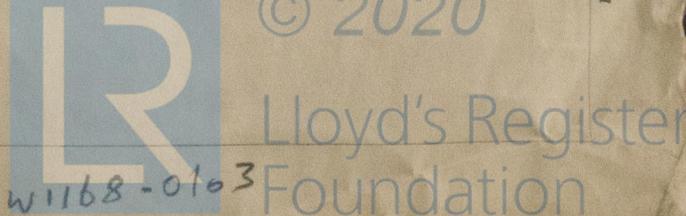
General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen is in good condition, and eligible in my opinion to remain as classed without fresh record of survey.

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

F. H. Sutcliffe
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
Assigned As now

FRI. 19 FEB 1943



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

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

LP after bearing examined.
An additional dynamo ~~has~~ fitted
for degaussing purposes.

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

Note examination of HP cylinder
• fitted 1.42 also LP cylinder
• fitted as per SS Co. 1
due 8.41.

44
16/2/43.



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