

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

(Received at London Office 14 SEP 1942)

Date of writing Report 11th Sept 1942 When handed in at Local Office 11th Sept 1942 Port of Middlesbrough.

No. in Reg. Book. Survey held at Middlesbrough. Date, First Survey 1st Sept. Last Survey 9th Sept 1942 (No. of Visits 4)

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

Tonnage { Gross 5682 Net 3373 Vessel built at Sunderland. By whom J.L. Thompson & Sons Ltd When 1937-8.

Nominal Horse Power { 395. Engines made at Sunderland. By whom George Clark (1936) Ltd When 1937.

No. of Main Boilers 3 SB Boilers, when made (Main) 1937. (Donkey) ✓ Owners Saguenay Terminals 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 Smiths Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓ (State name of Dock.) Estin Jetty, afloat. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port. Particulars of Examination and Repairs (if any) General Examination 100 A1. 3.42. LMC 8.37 BS 1.42 CLN 4.39

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 or 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

Do. " Donkey " " " " ✓

If this was not done, state for what reasons? Not due for survey.

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? ✓

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? No Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5 3/4"

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done G.E. Complet. It was not considered necessary to draw the screw shaft for examination at the time.

Work done: Main and aux engines generally examined, and found, so far as could be seen in good condition. Main Eng. L.P. Cyl opened out & examined. Electrical installation examined and the insulation tested as per rule with satisfactory results.

The Chief Engineer stated that the machinery had been satisfactory in service, and that no parts had been recently opened out for examination.

The machinery, including the Steering engine was tried under working condition on completion of minor wear and tear repairs and found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good condition and eligible in my opinion to remain as now classed with fresh record of survey. Examined 9.42. (for a period of 12 months)

(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, or L.M.C. 9,11, 140 lb., F.D., &c.)

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 Ad now

LICENCE CASE FRL 9 OCT 1942

W1168-0113

F.N. Sutcliffe. © 2020 Engineer Surveyor to Lloyd's Register of Shipping. Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

1/10/2008 842 part held 1.42 advanced

x a G. E. held.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

has submitted this
WILL BE
the record.

have 1.42 on
completion
reexamined 9.42 also
for 12 months.

G. E.
4/10/42

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

