

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

(Received at London Office)

30 AUG 1941

Date of writing Report Feb. 28th 1941 When handed in at Local Office

Port of St. John's N.F.L.

No. in Reg. Book

Survey held at St. John's N.F.L.

Date First Survey Dec 20/41 Last Survey Feb. 15th 1941.

(No. of Visits 10)

72650 on the Machinery of the Wood, Iron or Steel

S.S. "Corabella"

Gross 5682
Net 3373

Vessel built at Sunderland

By whom J. L. Thompson & Sons Ltd. When 1937-8

Main Power 395

Engines made at Sunderland

By whom George Clark (1936) Ltd. When 1937.

Main Boilers 3

Boilers, when made (Main) 1937

(Donkey)

Donkey Boilers 220

Owners Sequenay Terminals Ltd

Owners' Address

(if not already recorded in Appendix to Register Book)

Port London

Voyage Halifax, U.S.

Donkey Boilers

Managers

If Surveyed Afloat or in Dry Dock both, St. John's D. Dock

(State name of Dock.)

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

CHARACTER.
* for Special Survey
Date of last Survey and of
Periodical Surveys.Years
assigned
now
expiredMachinery and Boiler
Surveys
(including date of N.B., if any).* 100 A1
12.39LMC
8.37

st Report No. Port

Particulars of Examination and Repairs (if any) Damage

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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. Requested

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

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

" " Donkey " " " " ✓

is was not done, 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? ✓

latest date of internal examination of each boiler ✓

Present condition of funnel(s) ✓

the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? ✓

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

the 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? ✓

shaft now been changed? ✓ If so, state reasons ✓

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? ✓

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 1/8

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted ✓

did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

Vessel in dry dock

ruined propellers and fastenings of stern bush and sea connections

very held 12 Damage to machinery alleged sustained through engines racing during heavy weather in engine. Found a number of holding down bolts slack, and several bolts broken.

afterwards Reported that the thrust shaft was apparently out of alignment, and that there was a decided "whip" in the S.P. section of crank shaft when running. No. 6. main bearing top halves was found to be slack in the bed plate housing. Bolts broken in S.P. cylinder foot pairs. Main Engine holding down bolts gone out and handed up, and broken bolts renewed. New bolts fitted in S.P. cylinder port side foot to column head after trip. Crank shaft to thrust shaft coupling disconnected and found to be out of alignment. P. section of crank shaft tested in lathe, and by journal and coupling face found 1/16" out of alignment.

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. 149 lb., F.D., &c.)

as far as seen, is now in safe and efficient working condition, eligible in my opinion to remain as classed in the Register Book, without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for Feb 12 1941

Special Damage or Repair Fee (if any) \$65.00

By whom Underwritten \$100.00

Travelling expenses (if chargeable) \$100.00

Received by me, Feb 13 1941

Committee's Minute TUE. 16 SEP 1941

Assigned As now

A. M. Macdonald 2020

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W1168-0130

1957.

L.P. crank aft journal and coupling face machined true.

Inward section of crank shaft lifted, and white metal in main bearing bottom halves found damaged and broken.

Bottom halves remetalled, and crank shaft connected and bedded.

Thrust shaft tested in lathe and found good.

Thrust shaft bearings adjusted and shaft fitted in place.

Shafting aligned throughout and coupled up in good working order.

Coupling holes in crank to thrust shaft reamed, and new bolts fitted.

After repairs were completed the main engines were given a harbour running trial, and found satisfactory.

Wear and tear repairs were effected to the main engine pistons, poppet valves, intermediate stop valve, L.P. guide plate, main condenser, which condenser,

Weir pumps, ballast pumps, general service pump, evaporator, fan engine, refrigerating machinery, tank and bilge suction pipes, sounding pipe etc., all now in good working order.

A. M. Macfarlane.

Wash. Kanay
Shafting repaired and
lined up.

It is recommended that
this vessel be eligible to
be used as a CLASSED
vessel.

11/9/41



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