

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

(Received at London Office APR - 8 1938)

Date of writing Report

When handed in at Local Office

7 APR 1938

Port of SUNDERLAND

No. in Survey held at Sunderland

Date, First Survey July 15 Last Survey April 5 1938

(No. of Visits 4)

1762 on the Machinery of the Wood, Iron or Steel

CORABELLA

Gross 5682

Net 3373

Nominal Horse Power 395

No. of Main Boilers 3

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 220 lb

in Donkey Boilers

Vessel built at Sunderland

By whom

J. H. Thompson & Sons, Ltd. When 1937 8

Engines made at do

By whom

George Clark (1936) Ltd. When 1937

Boilers, when made (Main)

1937

(Donkey)

Owners Tuna Steamship Co. Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Managers

H. J. Jones, Ltd.

Port London

Voyage

If Surveyed Afloat or in Dry Dock

Gunnells

(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.Year
surveyed
and
expired.Machinery and Boiler
Surveys
(including date of N.B. if any).

+100TH

837

T.L.H.C.

8.37.

Last Report No.

Port

Particulars of Examination and Repairs (if any) Hull repairs

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.

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 this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

so 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

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?

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? No

Has 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft 2/4/38 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Is electric light and/or power fitted?

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

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

Now done to permit repairs to stern frame

Vessel placed in dry dock, propeller, screw shaft, stern tube removed, examined & refitted.

after refitting the alignment of the shafting was verified & found satisfactory.

The super heat installation cleaned & refitted & tested hydraulically to 400 lbs in completion & found tight.

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, B.S. 9,11, R.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, as now run, is in an efficient condition and slight, in my opinion, to remain as classed with fresh Record of C.S. 4.38.

Survey Fee (per Section 29)

£

Special Damage or Repair Fee (if any)

£

Travelling expenses (if chargeable)

£

Fees applied for

19

Received by me,

19

Committee's Minute

Assigned

WED 20 APR 1938

As now

Engine Surveyor to Lloyd's Register of Shipping.

© 2020

Lloyd's Register
Foundation

W1168-0180

Le shaft examined
New tube refitted
Reaper overhauled

It is submitted that
this vessel is eligible for
THE RECORD.

8/4/38

27
8/4/38



© 2020

Lloyd's Register
Foundation