

MAY -1 1939

No. 97392

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28/4/39 When handed in at Local Office 28/4/39 Port of NEWCASTLE-on-TYNE
 No. in Reg. Book 72739 Survey held at Wallasey & L. Shields Date, First Survey 13th March Last Survey 6th April 1939
 (No. of Visits 18)

72739 on the Wood, Iron or Steel L. CORABELLA

TONNAGE— Built at Sunderland By whom J. L. Thompson & Sons Ltd. When 1937 8
 GROSS 5682 Owners Tenax Steamship Co. Ltd Owners' Address (If not already recorded in Appendix to Register Book).
 UNDER DECK 5128 Managers Muir Young Ltd. Port belonging to London
 NET 3373

Surveyed Afloat or in Dry Dock? Both Name of Dock Swan Hunter & Wigham, Richardson Destined Voyage

WB=Cell DBorDBa feet; uE&B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 32343 Port Sld

CHARACTER. ☒ for Special Survey, Date of last Survey and of Periodical Surveys. Year Assigned new survey. Machinery and Boiler Survey (including date of N.B., in any).
 + 100 A.1 4.38 + LMC 8.37

TS (CL) 4.38

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be reported. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters pointing this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose and to whom and why they were declined *Yes*

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

Was a damage report made by anyone else? If so, by whom? Underwriter's Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition & Damage stated to have been sustained through the vessel encountering heavy weather (a) on 25th & 26th October 1938 on a voyage from Rotterdam to Sydney, Cape Breton Island & (b) on various dates between 1st & 2nd February 1939 on a voyage from Union Bay B.C. to London. Now Done: Condition Vessel placed in drydock, bottom, sternframe & rudder keeled, examined, repaired as necessary & afterwards recoated.

Weather Decks, Casings, Hatchways, Holds, Machinery Spaces, Ventilators & Coamings, Steering Gear & Windlass generally examined & found or placed in good condition. A number of minor repairs carried out.

An interim certificate has been issued at the Owners request for the purposes of the Canadian Shipping Act & a copy is forwarded herewith. See continuation

STATE OF DAMAGE REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	3							Lower part of sternframe & other items as shown in body of this report.
Removed and Faired or Repaired		6					1	
Faired or Repaired in place								

GENERAL CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt.) When put on, Month Year
Good	See report	Good	
of Decks	State if Tanks now tested	Dbing. Plates under Sounding Pipes	
Good	Good	Engine Room Skylights	Good
Fastenings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	
Plating	Cement or Asphalt (State which.)	Oil Bunkers	
in way of sidelights	Rudder	Scuppers	Good
Good	Good	Cargo Hatchways	
Frames	Steering gear and its connections	Hatches	
Good	Windlass	Planking of Wood Vessels	
Good	Have pumps now been examined and found efficient?	Caulking ditto	
Good	Have Sluice Valves now been examined and found efficient?	Treenails ditto	
Good	Have Watertight Doors now been examined and found efficient?	Breasthooks & Stems ditto	
Good	Have Ventilators and their Coamings been examined and found efficient?	Transoms Pointers, & Crutches ditto	
Good		Timbers of Frame at openings ditto	
Good		Ditto Ditto at other places ditto	
Good		Stringers, Clamps & Shells ditto	
Good		Salting ditto	
Good		(State if examined.)	
Good			

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24."

This vessel so far as now seen is in good condition & eligible in our opinion to remain as classed and to have record of survey 14.39 Nov.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) £ 15 15 0

Shipping Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute 8 FRI. 2 JUN 1939

Character Assigned 5(N) 4.39

Fees applied for, 29 APR 1939

Received by me, 4.5.19 39/10/5

L. Lloyd Roberts

Surveyors to Lloyd's Register of Shipping

H. G. Jumbull

Lloyd's Register Foundation

W1168 - 0192/3

Is Certificate required? If so, to be sent to

"CORABELLA"

Damage. On examination in dry dock on 13th March 1939 & subsequently the following damage was found:—

The rudder quadrant stop, starboard side, in the steering gear house on the poop deck, set back and the deck plating in way fractured (according to the Log Books this was noted on board on 8th November 1938). The lignum vitae strips in the sternframe gudgeon at the heel of the balanced rudder (which is supported from a carrier on the poop deck) were missing & the brass bush retaining the lignum vitae was broken at the flange, part of which had been torn away & the remainder fractured, also the brass liner on the pintle had worked loose & dropped into the bore of the gudgeon.

It would appear that, consequent upon the loss of the lignum vitae strips, the rudder had been slamming from side to side in the gudgeon, causing the four brass studs securing the brass liner to the bottom of the pintle to slacken & subsequently to fall out.

The cheek plates on port & starboard sides of the sternframe, and the after keel plate, were found to be fractured and a number of rivets attaching these plates to the sternframe & side framing were slack & several missing.

Upon removal of the fractured plates the lower portion of the sternframe was found to be fractured at about 20 rivet holes on each side of the sternframe foot, varying from $\frac{3}{4}$ " to $1\frac{1}{4}$ " in length in a vertical direction. There was also a horizontal fracture on the port side & 3 on the starboard side in way of rivet holes about 3 feet above the base. (See attached Sketch 'A')

Repairs

Bottom portion of Sternframe renewed with modified foot (See Sketch 'B' & forging rept.)

After keel plate renewed

Port & Starboard Cheek plates (A' strake) renewed of increased thickness (now $\frac{3}{4}$ " thick).

3 frames port & starboard in way of cheek plates adjusted to outline of sternframe foot.

After peak riveting hammer tested throughout & about 200 rivets dealt with.

Rudder lifted, new liner fitted to pintle & new bush to sternframe gudgeon, both of brass, (as shown on attached Sketch 'C').

Steering Gear opened out, overhauled & adjusted as necessary and tested with satisfactory results on completion of repairs.

The rudder quadrant stop on starboard side removed, deck plating in way failed & welded, fore & after fitted on underside of deck in way, and stop replaced.

A number of slack rivets in bilge keel connection to shell angles port & starboard renewed, several damaged deck fittings repaired & minor repairs carried out.

After Peak Tank tested on completion of repairs with satisfactory results

"CORABELLA" (contd)

On the Owners' initiative horizontal plates $\frac{1}{2}$ " in thickness have been fitted in the After Peak Tank for three frame spaces abaft after tunnel recess and on the same horizontal plane as the recess top (See attached sketch 'D') and the stringer next above the tunnel top has been extended aft for two frame spaces

bcl