

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

(Received at London Office)

Date of writing Report 16/4/39 When handed in at Local Office 18/4/39 Port of NEWCASTLE-ON-TYNE

Survey held at Newcastle on Tyne Date, First Survey 13/3/39 Last Survey 6/4/1939

on the Machinery of the Wood, Iron or Steel S/s "CORABELLA" (No. of Visits 16)

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

Net 3373 Engines made at do By whom Geo. Clark & Co. Ltd When 1937

Boilers, when made (Main) 1937 (Donkey) ✓

Main Boilers 3(54) Owners Lennox Steamship Co. Ltd Owners' Address Port LONDON Voyage do

Donkey Boilers ✓ Managers Muir Young, Ltd (if not already recorded in Appendix to Register Book.)

Pressure 220 lb # Surveyed Afloat ✓ in Dry Dock S. HARRIS Dry Docks

Donkey Boilers ✓ (State name of Dock.)

Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. +100A1 +LMC 837

Date of last Survey and of Periodical Surveys. 4.38. Sld Machinery and Boiler Surveys (including date of N.B., if any).

TSCL 4.38

Damage report made by anyone else? If so, by whom? Damage Rpt. issued

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? also Intern. Certificate at request of owners' Representatives.

Donkey ✓

was not done, state for what reasons? ✓

at parts of the Boilers could not be thus thoroughly examined? ✓

at 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? ✓

test date of internal examination of each boiler ✓ Present condition of funnel good

Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? ✓

new shaft now been drawn and examined? Yes 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

shaft now been changed? Yes If so, state reasons Cone end cracked at forward end of keyseat, and at after end of liner.

shaft now fitted been previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

date of examination of Screw Shaft 5/4/39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft close fit. Bush bored out

engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

work done: Vessel placed in dry dock. Propeller (4 bladed solid Rye), stern bush, stern tube (drawn in in order to effect renewal of stem frame lower part), screw shaft (drawn in).

sea connections with their shell fastenings examined and found or placed in good condition.

machinery condition: HP Poppet Valves, MP+LP Slide Valves, cages & chambers; Condenser

Engine of Centrif. Circ. Water Pump, Main Stop Valves of the 3 main Boilers, and Superheater

element tubes examined and found or placed in good order.

Damage stated caused by propeller striking Quay Wall at Montreal on 17<sup>th</sup> May 1938 when

leaving Montreal for Sydney, Cape Breton. See also Damage Rpt. dated 18/4/39 Newcastle.

repairs due to above: Propeller sent ashore to shop and 3 bent tips joined and built up by

"burning" and dressed up, the fourth blade tip (chopped) dressed up.

Screw shaft marked Lloyd's 817 WHF 4/6/37. found fractured at both sides of keyseat at forward

end of core, also at after end of liner - rejected and the unused Spare Screw Shaft Lloyd's 817 WHF 19/5/37

fitted as working shaft. A new Spare Screw Shaft Lloyd's 186 WHF 4/4/37. Supplied.

Observations, Opinion, and Recommendation:—

to 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

SECU 140 lb., E.D., &c.)

The machinery of this vessel is in good safe working condition.

eligible in my opinion to remain as classed and to have record TSN.C.L. 4.39.

Committee's Minute FRI. 2 JUN 1939

signed As now

W/1168 - 0202 1/2

129 APR 1939

Received by me, A. Watt Engineer Surveyor to Lloyd's Register of Shipping.

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

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

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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation



## Machinery of the S/S "CORABELLA"

## Alterations:

Propeller:— Recess at forward end of boss increased in diameter and a rubber joint ring fitted at extreme aft end of T.S. liner, in addition to the original gland ring and rubber ring which is fitted near the aft end of C.L.

Diameter of Propeller reduced to 17'10" dia.

It was stated that 3" was cut off each blade tip.

Main Stop Valves of all 3 Boilers overhauled and each middle or "mixing steam" valve now fitted with a special sleeve and valve in order to reduce the area of passage when opened fully. each Saturated Steam Valve to Superheaters fitted with a new G.M. seat & valve lid, and each Superheated Steam Valve fitted with a new Monel metal seat & valve lid.

## Repairs due to wear &amp; tear

Superheater elements of all 3 Boilers — the tube ends in C.C.s of which were found generally overheated & distorted — all tube ends renewed.

See also Special Report dated 18/4/39. Copy attached

HP Poppet Valves & seats overhauled and 1 seat & valve renewed  
MP Valve & Cage (badly worn on port side) — renewed  
MP Valve Spindle — scored & bent — renewed.

G.M. Grids of Main & Ballast Injections on ship's side found loose and lugs for bolts wasted or missing — new lugs fitted to Sea chests by Elec. welding and the Grids secured by studs & nuts, Main Condenser opened up and tubes cleared by rod.

Main Engine & Thrust Seat HD Bolts overhauled & hardened up  
Engine of Centrif. Circ. Water Pump — the Cylinder Intabulation of which was broken (stated caused through a bottom end bolt breaking) — on 20<sup>th</sup> November 1938 when on voyage from Sydney, Cape Breton to Vancouver B.C. — Engine taken to shop. Engine overhauled and Cylinder Intabulation renewed and one bottom end bolt renewed. (one new bolt was stated to have been previously fitted when temporary repairs were made after the casualty).

Examination in account of <sup>alleged</sup> heavy weather:—

- (1) on 25<sup>th</sup> & 26<sup>th</sup> October 1938 on voyage from Rotterdam to Sydney, Cape Breton Island.
- (2) on various dates between the 1<sup>st</sup> & 22<sup>nd</sup> Feb 1939 on voyage from Union Bay, British Columbia, to London For further particulars, see log books.

Steering Engine (aft in Poop House), opened up & examined, overhauled & adjusted and satisfactorily tested on completion.

See also Ship Report No 8.

*Red.*



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