

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

No. 6027

APR 15 1937

(Received at London Office)

Date of writing Report 21st March 1937 When handed in at Local Office 21/3/37 Port of YOKOHAMA
 No. in Reg. Book. 13489 Survey held at YOKOHAMA Date, First Survey 17th March Last Survey 18th March 1937
 on the Machinery of the Wood, Iron or Steel SC. MY "CORABANK" (No. of Visits 2)
 Tonnage Gross 8898 Net 5366 Vessel built at Belfast By whom Workman, Clark (1928) Ltd When 1932-8
 Nominal Horse Power 997 Engines made at Belfast By whom Workman, Clark (1928) Ltd When 1932
 No. of Main Boilers ✓ Boilers, when made (Main) (Donkey) 1932
 Owners Bank Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers A. Weir & Co. Port Belfast Voyage
 No. of Donkey Boilers 253 If Surveyed Afloat ✓ in Dry Dock Asano D. D. Yokohama Particulars of Classification (which must be inserted
 Steam Pressure ✓ in Main Boilers (State name of Dock.) Harbour precisely as in Register Book & Supplements.
 in Donkey Boilers 150 lb.

Last Report No. Port

Particulars of Examination and Repairs (if any) Part 1 MC

Periodical Surveys, when held, must be reported in detail and serially 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 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? ✓

" " Donkey " " " " ✓

If this was not done, state for what reasons? ✓

And 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? ✓

State latest date of internal examination of each boiler ✓

Present condition of funnel good

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? ✓

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 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 7/32"

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

Is electric light and/or power fitted? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. It was stated that the Survey would be further advanced at the first opportunity. A complete list of parts previously examined was not obtainable on board.

Now done:- Outside fastenings of sea cocks & valves & propeller examined.

Main engines:- No 1 cylinder, cover, valves & gears, piston & rod, crosshead & trasses and connecting rod examined. All crankshaft journals of main engine crankshaft and scavenger pump and compressed crankshaft examined. All found in order.

Auxiliaries:- No 2 generator engine (after engine p.s. of E.R.) opened out completely i.e. cylinders, covers, valves & gears, pistons, guide pins, connecting rods, crank pins & journals with bearings. No 1 & 2 lubricating oil pumps complete. (S.S. of E.R.)

No 2 circulating sea water pump (stark pump stark side of E.R.)

No generator & motor for above pumps examined without dismantling and found in order.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel as

(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, L.S. 9, 11, B.M.S. 9, 11, L.M.C. 9, 11, or CS 3, 3, 4.)

now seen is in good & safe working condition and is eligible in my opinion to remain as classed with fresh record of L.M.C. with date, when the Survey has been completed

Survey Fee (per Section 29) YEN. 90.00

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) 3.00

Fees applied for 22-3-1937

Received by me, 25-3-1937

Committee's Minute FRI 30 APR 1937

Assigned Deferrea

WED 19 MAY 1937

J. Nicholas

Engineer Surveyor to Lloyd's Register of Shipping.

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W1312-0171

LS No. 1 due 8.36 partly paid 7.36,
now advanced.

It is submitted that the
amount of £100.00 payable
for the road + LMC 7.36
is completed.

(See Form 7C)

LY
28/4/37



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