

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

(Received at London Office 24 JUL 1941)

Date of writing Report 19 When handed in at Local Office 23 JUL 1941 Port of SUNDERLAND

No. in Reg. Book. Survey held at Sunderland Date, First Survey June 19 Last Survey July 14 1941

72666 on the Machinery of the ~~Wood, Iron or Steel~~ CORDENE

Tonnage Gross 2345 Net 1322 Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson Ltd When 1924 - 6

Nominal Horse Power 247 Engines made at South Shields By whom G. J. Grey & Co Ltd When 1924

No. of Main Boilers 2 Boilers, when made (Main) 1924 (Donkey) —

No. of Donkey Boilers — Owners Cory Colliers, Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lbs Managers Wm Cory & Son Ltd Port London Voyage

in Donkey Boilers — If Surveyed Afloat or in Dry Dock Dry Dock (Auxiliary) & Afloat (Main) (State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) Working, BS & TS

(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 Both Boilers 26/6/41

Did the Surveyor examine the Safety Valves of the Main Boiler? yes 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? yes, 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? yes, and of the Donkey Boiler?

Has screw 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?

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?

State date of examination of Screw Shaft 23/6/41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Working fit

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:- Vessel placed in dry dock, propeller & outside fastenings examined & found in order. Screw shaft drawn examined & found in order. Stern bush rewooded (Parrish)

FOR BS:- Both main Boilers examined internally & externally with mountings, doors & fastenings. Safety valves on both boilers adjusted under steam to a bore pressure. REPAIRS FOR BS:- Port Boiler, Auxiliary Stop valve lid & seat renewed & other minor repairs carried out to mountings. Starboard Box, 1 plain tube renewed. Centre C.C. 4 combustion chamber stays renewed. Starboard Boiler, Starboard Box 5 stay tubes & 6 plain tubes renewed. Centre Box 2 plain tubes & 4 combustion chamber stays renewed. Port Box, 2 plain tubes renewed.

NOTE:- Reinforced cement boxes fitted to C.I. sea sections & main discharge. Independent circulating pump, 2 Ballast pumps, General Service pump, Steering engine.

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

now seen is in order & safe working condition & eligible in my opinion to remain as classed with fresh Records of BS 7,41 & Screw shaft seen 6,41 CL

Survey Fee (per Section 29) £ 3 : 0 : 0 Fees applied for 23 JUL 1941

Special Damage or Repair Fee (if any) £ : : : Received by me, 19

Travelling expenses (if chargeable) £ : : : Licence case

Committee's Minute FRI. 15 AUG 1941

Assigned B. 7.41

J. Grievs
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W20-0136

BS due 5:41 Held
Announcement of tubes removed

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

BS 7-11

S. 6.41

How
13.8.41

Dynamo engine & Windlass are Randed & placed in good condition.



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