

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

(Received at London Office 26 NOV 1941)

Date of writing Report 19 When handed in at Local Office 24/11/41 Port of **NEWCASTLE-ON-TYNE**

No. in Reg. Book 22024 Survey held at **NORTH SHIELDS** Date, First Survey 14 Nov Last Survey 17 Nov 1941 (No. of Visits 2)

on the Machinery of the **Wood, Iron or Steel** **S/S "CORMARSH"** Year. Month. When 1939. 10.

Tonnage Gross 2848 Vessel built at **BURNTISLAND** By whom **BURNTISLAND S.S. CO. LD.** When 1939. 10.

Net 1660 Engines made at **SUNDERLAND** By whom **N.E. MARINE ENG CO (1938) LD.** When 1939.

Nominal Horse Power 244 Boilers, when made (Main) 1939 (Donkey)

No. of Main Boilers 2.58 Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers **WM CORY & SON. LD.** Port **LONDON** Voyage

Steam Pressure in Main Boilers 220 LBS. **Surveyed Afloat or in Dry Dock** **SMITHS PONTOON** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 1

Last Report No. Port

Particulars of Examination and Repairs (if any) **LOCKING. DAMAGE.**

(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 **YES NOT REQUIRED.**

Was a damage report made by anyone else? If so, by whom? **YES. UNDERWRITERS.**

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **NO.**

" " Donkey " " " **BS. NOT DUE.**

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

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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?

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?

Has shaft now been changed? If so, state reasons Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now fitted been previously used? Has it a continuous liner? Is electric light and/or power fitted **CLOSE.**

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

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? **COMPLETE.**

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

On account of damage stated to have been caused through enemy action (aerial bombing near mine) on 3rd November 1941 whilst on voyage London to Blyth.

Propeller, outer end of stem bush, and outside fastenings of sea connections examined and found in good condition.

HP crankpin & brasses. No 6 crankshaft found opened up examined and found in good condition.

Main and auxiliary condensers tested by water found tight and sound.

All holding down bolts tested and hardened up as necessary.

Dynamo engine removed ashore opened up and replaced on board in good condition.

Wood chocks removed under feet of general service, auxiliary feed and ballast pumps.

General Observations, Opinion, and Recommendation: The machinery of this vessel so far 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.S.M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., P.D., &c.)

seen is eligible in my opinion to remain as classed in the Register Book without fresh record of survey.

Form R.41 attached Rpt. 8.

Survey Fee (per Section 29) £ 2 2 : 0

Special Damage or Repair Fee (if any) (per Section 29.) £ 2 2 : 0

Travelling expenses (if chargeable) £ : : 19

15% REPAIR LICENCE No 3802.

Committee's Minute

Assigned *As now*

Fee applied for 25 NOV 1941

Received by me, 19

TUE 9 DEC 1941

Red Munro
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation
W21-0260

Machinery part maintained
after bomb attack.

It is suggested that
the vessel is still in
service as 05.18.18.

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4/12/41

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NOTE: The vessel is still in service as 05.18.18.

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