

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

(Received at London Office

NOV 1 1939

Date of writing Report 31-10-39 When handed in at Local Office 31-10-39 Port of Leith

Survey held at Burntisland Date, First Survey 20-7-39 Last Survey 28-10-1939
(No. of Visits 6)

515 on the Machinery of the Wood, Iron or Steel "CORMARSH" Year. Month.

Gross 2848.37 Vessel built at Burntisland By whom Burntisland, J. B. Co. Ltd. When 1939
Net 1660.43 Engines made at Sunderland By whom M. B. Marine Eng. Co. (1938) Ltd. When 1939
(Donkey)

Boilers, when made (Main) Owners Lloyds Colliers Ltd. Owners' Address
(if not already recorded in Appendix to Register Book.)
Managers Wm. Lloyds & Son Port London Voyage

Donkey Boilers in Pressure— Main Boilers Surveyed Afloat or in Dry Dock Burntisland
(State name of Dock.)

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

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1</u> <u>(class contemplated)</u>		

Particulars of Examination and Repairs (if any) First Entry

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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.

Has 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

What parts of the Boilers could not be thus thoroughly examined?

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?

What is the 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 the screw shaft now been drawn and examined? 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 the shaft now been changed? If so, state reasons. Has it a continuous liner? 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 an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the 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. Is electric light and/or power fitted?

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

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

Complete.

Sea cocks and valves have been efficiently fitted in place, also the screw shaft and propeller fitted.

Vessel has been towed to Sunderland to have the engine & boiler fitted. On the vessel's return to Burntisland the pumping arrangements were tried under working conditions and found in order.

Main and auxiliary machinery were examined under working conditions at sea and found satisfactory.

The dates of Survey are as follows:— Stern frame bored out 20/7/39. Stern tube fitted 2/8/39.

Completion of fitting of sea cocks 10/8/39. Screw shaft & propeller fitted 10/8/39.

Engines & boiler seatings examined 10/8/39.

Completion of pumping arrangements 24/10/39.

Machinery examined under working conditions 28/10/39.

General Observations, Opinion, and Recommendation:—

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, E.&M.S. 9,11, X L.M.C. 9,11, or X L.M.C. 140 (b., F.D., &c.)

above information is forwarded for the consideration of the Committee.

Committee's Minute

Signed See Lth. No. 19960

TUE. 7 NOV 1939

Fees applied for

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Received by me,

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



Lloyd's Register Foundation

W21-0270

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