

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

(Received at London Office

NOV 1 1939

Date of writing Report 31-10-1939

When handed in at Local Office 31-10-1939

Port of Leith

in Book.

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  
Net 1660.43

Vessel built at Burntisland

By whom Burntisland, J. B. Co. Ltd.

When 1939

Engines made at Sunderland

By whom N.B. Marine Eng. Co. (1938) Ltd.

When 1939

(Donkey)

Mainal

e Power

Boilers, when made (Main)

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port London

Voyage

of Main Boilers

Owners Long Colliers Ltd.

of Donkey Boilers

Managers Wm. Long &amp; Son

Main Boilers

If Surveyed Afloat or in Dry Dock Burntisland

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; 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).100A1  
(Class contemplated)

st Report No. Port

Particulars of Examination and Repairs (if any) List Entry

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 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.

Where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom?

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

Donkey " " "

Was not done, state for what reasons?

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?

Latest date of internal examination of each boiler.

Has the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

, and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Has the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has 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 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?

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.

Has 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?

Is 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 & boilers 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 boxed 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. Engine & 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, & L.M.C. 9,11, or

LMC 140 lb. F.D., &c.)

CS 3,34,

above information is forwarded for the consideration of the Committee.

Fee (per Section 29) £ : :

Fees applied for

19

Damage or Repair Fee (if any) £ : :

(per Section 29.)

Received by me,

19

Other expenses (if chargeable) £ : :

TUE. 7 NOV 1939

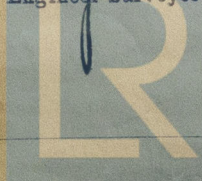
Committee's Minute

Signed

See Lth. 76.19960

J. Campbell

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W21-0270