

RETAIN

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 31271

Received at London Office

31 AUG 1933

Date of writing Report 19 When handed in at Local Office 30 AUG 1933 Port of SUNDERLAND
No. in Survey held at Sunderland Date, First Survey 28 April 1933 Last Survey 28 Aug 1933
on the S/S "CORHAVEN"
Built at Sunderland By whom built S.P. Austin & Sons Yard No. 328
Engines made at Sunderland By whom made H. E. Mas. Eng. Co. Ld. Engine No. 2499. when made 1933.
Boilers made at Sunderland By whom made H. E. Mas. Eng. Co. Ld. Boiler No. 2499. when made 1933.
Registered Horse Power Owners Wm. Cory & Co. Ld. Port belonging to London.
Nom. Horse Power as per Rule 118. Is Refrigerating Machinery fitted for cargo purposes no. Is Electric Light fitted Yes.
Trade for which Vessel is intended

ENGINES, &c. - Description of Engines Inverted triple expansion. Revs. per minute 86.
Dia. of Cylinders 13 1/2" - 23" - 38" Length of Stroke 24" No. of Cylinders 3. No. of Cranks 3.
Crank shaft, dia. of journals as per Rule 4.5" as fitted 4 7/8" Crank pin dia. 8 3/8" Crank webs Mid. length breadth 1-1" Thickness parallel to axis 4 13/16"
Intermediate Shafts, diameter as per Rule 4.148" as fitted Thrust shaft, diameter at collars as per Rule 4.5" as fitted 4 7/8"
Tube Shafts, diameter as per Rule none. as fitted Screw Shaft, diameter as per Rule 8.085" as fitted 8 1/2" Is the shaft fitted with a continuous liner? Yes.
Bronze Liners, thickness in way of bushes as per Rule .54" as fitted 9/16" Thickness between bushes as per Rule .40" as fitted 1/2" Is the after end of the liner made watertight in the propeller boss? Yes.
If the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive? one length tight fit.
If two liners are fitted, is the shaft lapped or protected between the liners? no. Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft? no.
Propeller, dia. 11-3" Pitch 12-0" No. of Blades 4 Material C.I. whether Moveable no. Total Developed Surface 48 sq. feet
Feed Pumps worked from the Main Engines, No. 2 Diameter 2" Stroke 1-3" Can one be overhauled while the other is at work? Yes.
Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 1/4" Stroke 1-3" Can one be overhauled while the other is at work? Yes.
Feed Pumps No. and size 2 6" x 4" x 6" How driven Steam Pumps connected to the Main Bilge Line No. and size 2 1 @ 6" x 4" x 6" 1 @ 10" x 9" x 24" How driven Steam.
Ballast Pumps, No. and size 1 10" x 9" x 24" Lubricating Oil Pumps, including Spare Pump, No. and size
Are two independent means arranged for circulating water through the Oil Cooler?
Bilge Pumps; - In Engine and Boiler Room 2 @ 2 1/2" Boiler room 1 @ 3" 1 @ 2 1/2" in Eng. Room
In Holds, &c. 2 @ 2 1/2" Fore Hold 2 @ 2 1/2" aft hold

Main Water Circulating Pump Direct Bilge Suctions, No. and size 1 @ 4" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 1 @ 3"
Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes? Yes.
Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges? Yes.
Are all Sea Connections fitted direct on the skin of the ship? Yes. Are they fitted with Valves or Cocks? Both.
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates? Yes. Are the Overboard Discharges above or below the deep water line? above.
Are they each fitted with a Discharge Valve always accessible on the plating of the vessel? Yes. Are the Blow Off Cocks fitted with a spigot and brass covering plate? Yes.
What Pipes pass through the bunkers? Hold bilge Suctions. How are they protected? wooden Casings.
What pipes pass through the deep tanks? For hold bilge Have they been tested as per Rule? Yes.
Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times? Yes.
Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another? Yes. Is the Shaft Tunnel watertight? none. Is it fitted with a watertight door? worked from

MAIN BOILERS, &c. - (Letter for record S.) Total Heating Surface of Boilers 2231
Is Forced Draft fitted? no. No. and Description of Boilers 1 S.E. Working Pressure 200.
IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes.
IS A DONKEY BOILER FITTED? Yes. If so, is a report now forwarded? Yes.
PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Yes. Auxiliary Boilers Donkey Boilers Yes.
Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements

SPARE GEAR. State the articles supplied: 1 Cast iron Propeller. Two Bottom End bolts & nuts, 2 top end bolts & nuts, 2 main bearing bolts & nuts, 6 Coupling bolts & nuts, 2 feed pump valves, 2 bilge pump valves & 1 seat, 2 safety valve springs, 6 boiler tubes, 1 set air & circulating pump valves, 1/2 cwt. iron plate, 1/2 cwt. iron bar, 100 bolts & nuts (assorted).

The foregoing is a correct description, FOR THE NORTH EASTERN MARINE ENGINEERING CO. Ld.

Archd. P. Bay. MANAGER

Manufacturer.



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W 374-0179

Dates of Survey while building
 During progress of work in shops - - 1933. *Apr. 24. May. 1, 2, 4, 12, 15, 19, 23, 29, 30. June. 8, 12, 13, 15, 16, 19, 23, 28. July. 3, 6, 12, 13.*
 During erection on board vessel - - - 14, 18, 19, 24, 26. *Aug. 1, 9, 11, 14, 16, 18, 23, 25, 28*
 Total No. of visits 36

Dates of Examination of principal parts—Cylinders *May 19th June 12, 19.* Slides 12.6.33. Covers 19.5.33.
 Pistons 23.6.33. Piston Rods 16.6.33. Connecting rods 6.4.33.
 Crank shaft *May 2, 19. June 12, 13.* Thrust shaft 13.6.33. Intermediate shafts —
 Tube shaft — Screw shaft 18+19.4.33. Propeller 19.4.33.
 Stern tube 19.4.33. Engine and boiler seatings 19.4.33. Engines holding down bolts 9.8.33.
 Completion of fitting sea connections 19.4.33.
 Completion of pumping arrangements 23.8.33. Boilers fixed 9.8.33. Engines tried under steam 23.8.33.
 Main boiler safety valves adjusted 23.8.33. Thickness of adjusting washers *Port 1/16" Starb. 1/16"*
 Crank shaft material *Ingot Steel* Identification Mark *LLOYDS 6839 N.H.F. 13.6.33* Thrust shaft material *Ingot Steel* Identification Mark *LLOYDS 6840 W.H.F. 13.6.33*
 Intermediate shafts, material ✓ Identification Marks *LLOYDS 6840 W.H.F. 13.6.33* Tube shaft, material ✓ Identification Mark *LLOYDS 6840 W.H.F. 13.6.33*
 Screw shaft, material *Ingot Steel* Identification Mark 6840 *ME* Steam Pipes, material *Steel (SP)* Test pressure 600 *lb/sq* Date of Test 9.8.33.
 Is an installation fitted for burning oil fuel *No.* Is the flash point of the oil to be used over 150°F. ✓
 Have the requirements of the Rules for carrying and burning oil fuel been complied with ✓
 Is this machinery duplicate of a previous case *No.* If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

This machinery has been built under Special Survey in accordance with the rules of the Society. The materials & workmanship are good. The machinery has been securely fitted on board the vessel & tried under Steam with satisfactory results & is eligible, in my opinion, to have notation of LMC 8.33. T.S. (CL) in the Register Books.

The amount of Entry Fee ... £ 3 : - :
 Special ... £ 29 : 10 :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ : :
 When applied for, 28 Aug 1933
 When received, 31/8/33

J. H. Fraser
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 5 SEP 1933

Assigned + L.M.C. 8.33

C.L.

CERTIFICATE WILL BE



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LLOYD'S REGISTER

The Surveyors are requested not to write on or below the space for Committee's Minute.

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