

Rpt. 9/NK
Date of writing report 5.12.60.
Survey held at Blyth

Received London
No. of visits 6

Port NEWCASTLE-ON-TYNE No. 117563
First date 21.11.60. Last date 1.12.60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 57623 Name S.S. "CORFERRY"
Owners Wm. Cory & Son Ltd. Managers
Engines made 1937 By N.E. Marine Eng. Co. Ltd. Type T3 cy. 16" 25" & 45" x 33"
Gross tons 1788 Date of build 11-1937
Port of Registry London

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.P. 220 lb. spt.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Drydock
Nature of Survey M.B.S. s.p.s. & D.S.
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Hull	Machinery
+100A1	* LMC
SS 11-58	Eng. 11-58
DS 5-60	Boiler 10-59
	TS(CL) 5-60
	sps 7-54

Records of Survey & Special Notations as per Register Book

Yes
Now
Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

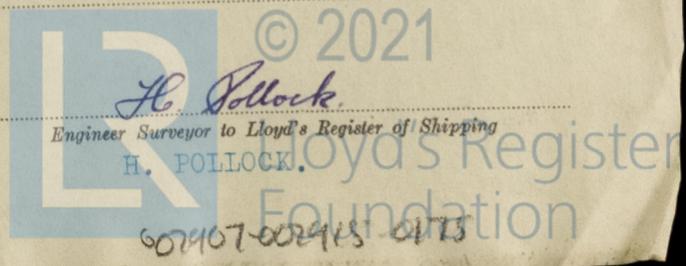
The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

- DOCKING Propellers Good Wear Down of Stern Bushes 5/32" Oil Glands - Sea Connections -
- Fastenings Good Has Screwshaft Tubeshaft been drawn? No Date of Examination - Has Shaft been changed? -
- Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -
- MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides Side Centre
- 4 Crankpins & Bearings Side Centre
- 5 Journals & Bearings
- MAIN ENGINE DRIVEN AIR COMPRESSORS
- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices
- MAIN ENGINE DRIVEN SCAVENGE PUMPS
- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers
- 16 SCAVENGE BLOWERS
- 17 SUPERCHARGERS
- MAIN TURBINES
- 18 Casings, Rotors, Blading, Bearings & Thrusts
- 19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
- 20 STEAM COMPRESSORS
- 21 CLUTCHES & HYDRAULIC COUPLINGS
- 22 REDUCTION GEARING
- 23 THRUST BLOCKS, SHAFTS & BEARINGS
- 24 INTERMEDIATE SHAFTS & BEARINGS
- 25 HOLDING DOWN BOLTS & CHOCKS
- 26 CONDENSERS (MAIN & AUX.)
- 27 STEAM RE-HEATERS
- 28 DE-SUPERHEATERS
- 29 STOP & MANOEUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS
The machinery of this vessel so far as now seen is in safe working condition and eligible in my opinion to remain as classed with fresh record of M.B.S. 12/60 and s.p.s. 12/60.

TUESDAY 17 JAN 1961
Date of Committee
Decision MBS 12 60
SPS 12 60



If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....

38 Independent Air Compressors, Coolers & Safety Devices..... 40 Auxiliary.....

39 Air Receivers & Safety devices—Main.....

41 Oil Fuel Tanks (Not forming part of hull structure).....

42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....

44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Port & Star...... AUXILIARY, DONKEY or PRESS.....

25.11.60......

Superheaters Good.....

Safety Valves Good.....

Mountings, Doors & Fastenings Good.....

Safety Valves Adjusted to { Sat. 220 lb./sq.in. 1.12.60.

{ Spt. 220 lb./sq.in. 1.12.60.

Boiler Securing Arrangements Good.....

~~Main Economiser~~..... ~~Steam-Heated Steam Condensers~~.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Coal burner..... Yes.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Yes..... Funnel Good.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main (Steel) Good tested 440 lb./sq.in...... Auxiliary (over 3 in. bore) (Copper) Good tested 440 lb.

Were Copper Pipes annealed? Yes..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested? Yes

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Wear and Tear Repairs. Port and starboard main boilers. Minor repairs to boilers and mountings effected.

Propeller. Approximately 6" was found to be missing from the tip of one cast iron propeller blade. Owners representative stated that no trouble had been experienced in service and it is not considered that the safe working of the vessel will be impaired. The Owners' representative further stated that a new propeller would be fitted at the Annual Survey.

M.B.S. due 10/60 } not held.
S.P.S. due 7/60.
Docking, repairs

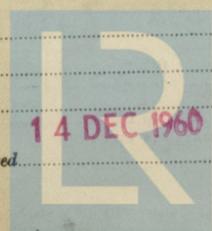
It is submitted that this vessel is eligible for THE RECORD M.B.S. 12/60 S.P.S. 12/60

LEAVE THIS SPACE BLANK

Survey fees M.B.S. £20. 0. 0.
S.P.S. £ 5. 0. 0.

Damage fee

Expenses... ..



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Date when A/c rendered.....