

## REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office NOV 25

Date of writing Report 10 When handed in at Local Office 24 NOV 1937 Port of SUNDERLAND.  
 No. in Survey held at SUNDERLAND. Date, First Survey Jan 25 Last Survey Nov 20 1937.  
 Reg. Book. on the CORFERRY  
 Built at Burntisland By whom built Burntisland S.B. Co. Ltd. Yard No. 215 When built 1937  
 Engines made at Sunderland By whom made N.E. Marine Eng. Co. Ltd. Engine No. 2874 When made 1937  
 Boilers made at Sunderland By whom made N.E. Marine Eng. Co. Ltd. Boiler No. 2874 When made 1937  
 Registered Horse Power Owners Port belonging to  
 Nom. Horse Power as per Rule 176 Is Refrigerating Machinery fitted for cargo purposes Is Electric Light fitted  
 Trade for which Vessel is intended

ENGINES, &c.—Description of Engines Triple Expansion: Poppet Valve A.P. Revs. per minute  
 Dia. of Cylinders 16" 45" 25" Length of Stroke 33" No. of Cylinders 3 No. of Cranks 3  
 Crank shaft, dia. of journals as per Rule 9.28" as fitted 9 1/2" Crank pin dia. 9 3/4" Crank webs Mid. length breadth shrunk Thickness parallel to axis 6" Mid. length thickness shrunk Thickness around eye-hole 5" shaft 4 7/8" dia.  
 Intermediate Shafts, diameter as per Rule as fitted Thrust shaft, diameter at collars as per Rule 9.28" as fitted 9 1/2"  
 Tube Shafts, diameter as per Rule as fitted Screw Shaft, diameter as per Rule 9.96" as fitted 10 1/4" Is the tube screw shaft fitted with a continuous liner yes  
 Bronze Liners, thickness in way of bushes as per Rule 6" as fitted 5 8" Thickness between bushes as per Rule 4.5" as fitted 4 1/6" Is the after end of the liner made watertight in the propeller boss yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner  
 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  
 If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft yes If so, state type Augsburg Length of Bearing in Stern Bush next to and supporting propeller 3' 5"  
 Propeller, dia. 13' 6" Pitch 14' 6" No. of Blades 4 Material C.I. whether Moveable not Total Developed Surface 67.5 sq. feet  
 Feed Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 16 1/2" Can one be overhauled while the other is at work yes  
 Bilge Pumps worked from the Main Engines, No. 2 Diameter 2 3/4" Stroke 16 1/2" Can one be overhauled while the other is at work yes  
 Feed Pumps No. and size Two 8 1/2" x 6" x 15" Pumps connected to the Main Bilge Line No. and size One 9 1/2" x 11" x 18" One 9" x 10" x 10" How driven Steam  
 Ballast Pumps, No. and size Two 9 1/2" x 11" x 18" 2 9" x 10" x 10" Lubricating Oil Pumps, including Spare Pump, No. and size  
 Are two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room Engine room with 1 at 2 1/2" dia. Boiler room 2 at 2 1/2" dia.  
 In Pump Room In Holds, &c. 2 at 2 1/2" dia. 1 at 2 1/2" dia. 2 at 2 1/2" dia. 3 at 2 1/2" dia.

Main Water Circulating Pump Direct Bilge Suctions, No. and size one at 4" dia. Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size one at 4" dia. 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 yes  
 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 suction How are they protected heavy timber  
 What pipes pass through the deep tanks Forward hold suction Have they been tested as per Rule please see Fifth Report.  
 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 Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record 5) Total Heating Surface of Boilers 2506 sq. ft.  
 Is Forced Draft fitted yes No. and Description of Boilers 2 Multitubular Cylindrical Working Pressure 220 lbs.  
 IS A REPORT ON MAIN BOILERS NOW FORWARDED? yes  
 IS A DONKEY BOILER FITTED? no If so, is a report now forwarded?  
 Is the donkey boiler intended to be used for domestic purposes only  
 PLANS. Are approved plans forwarded herewith for Shafting 8/1/36 Main Boilers yes Auxiliary Boilers Donkey Boilers  
 (If not state date of approval)  
 Superheaters details—yes General Pumping Arrangements yes Oil fuel Burning Piping Arrangements

## SPARE GEAR.

Has the spare gear required by the Rules been supplied yes  
 State the principal additional spare gear supplied.  
 one C.I. propeller for this and other vessels.

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

Archd. J. Berry  
 MANAGER

Manufacturer.



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Lloyd's Register  
 Foundation

00901-00918-0186



1937 Jan. 25 Feb. 7 + 22 Mar. 15 23 26 May 6 7 19 June 7 9 11 14 16 17 18 22 29  
During progress of work in shops -- July 2 12 15 19 20 21 22 23 24 27 Aug. 4 5 6 9 10 12 13 16 17 18 20 24 25 27 30 31 Sep. 1 7  
Dates of Survey while building During erection on board vessel --- 8 9 10 13 14 15 18 21 22 23 27 28 29 Oct. 1 9 20 21 22 26 29 Nov. 2 3 4 5 10 11 20  
Total No. of visits 74

Dates of Examination of principal parts—Cylinders 1/9/37 Slides 10/9/37 Covers 22/7/37  
Pistons 8/9/37 Piston Rods 7/9/37 Connecting rods 10/9/37  
Crank shaft 18/9/37 Thrust shaft 22/9/37 Intermediate shafts —  
Tube shaft — Screw shaft 29/9/37 Propeller 29/9/37  
Stern tube Engine and boiler seatings 17/9/37 (Leak) Engines holding down bolts 2/11/37  
Completion of fitting sea connections 21/9/37 (Leak) Boilers fixed 26/10/37 Engines tried under steam 5/11/37  
Completion of pumping arrangements 13/11/37 Thickness of adjusting washers 29/10/37 Port 5/16 inch, 9/16 inch, 5/16 inch  
Main boiler safety valves adjusted 5/11/37 Thrust shaft material Steel Identification Mark 2539  
Crank shaft material Steel Identification Mark 2536 Tube shaft, material Steel Identification Mark —  
Intermediate shafts, material Steel Identification Marks — Test pressure 66 lb. Date of Test 29.10.37  
Screw shaft, material Steel Identification Mark 2540 Steam Pipes, material Steel  
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 the use of oil as fuel been complied with —  
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo no If so, have the requirements of the Rules been complied with —  
If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with not required.  
Is this machinery duplicate of a previous case yes If so, state name of vessel "CORFIELD" ✓

General Remarks

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

The machinery of this vessel has been constructed under Special Survey in accordance with the approved plans, Secretary's letters and the requirements of the Rules. The workmanship and materials are good. The machinery has been efficiently fitted aboard and tried under working conditions and found satisfactory and is eligible, in my opinion, for the

NOTATION + L.M.C. 11.37.

SUNDERLAND

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

The amount of Entry Fee ... £ 3 : — :  
Special ... £ 44 : — :  
Donkey Boiler Fee ... £ : :  
Travelling Expenses (if any) £ : :  
When applied for, 24 NOV 1937  
When received, 27/11 1937

Committee's Minute

Assigned + Encl 11.37  
Spc 38 CL

Engineer Surveyor to Lloyd's Register of Shipping.

L. R. Home



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