

29 JAN 1943

No. 17404

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 23<sup>rd</sup> Jan 1943 When handed in at Local Office 27<sup>th</sup> Jan 1943 Port of Middlesbrough  
 No. in Survey held at Middlesbrough Date. First Survey 14<sup>th</sup> Jan Last Survey 20<sup>th</sup> Jan 1943  
 Reg. Book. 71975 on the Machinery of the Wood, Iron or Steel S.S. CORABELLA  
 Tonnage Gross 5682 Vessel built at Sunderland By whom J.L. Thompson & Son Ltd. When 1937-8  
 Net 3373 Engines made at Sunderland By whom Geo Clarke (1936) Ltd. When 1937  
 Nominal Horse Power 395 Boilers, when made (Main) 1937 (Donkey) ✓  
 No. of Main Boilers 3 SB Owners Saguenay Terminals, Ltd. Owners' Address ✓  
 No. of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 220 lb. If Surveyed Afloat or in Dry Dock LNER Dk. Afloat Port London Voyage ✓  
 in Donkey Boilers ✓ (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) Science repairs.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In 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 ✓

Was 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? No" " Donkey " " " " ✓If not, 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? ✓

State latest date of internal examination of each boiler ✓Present condition of funnel (g) GoodDid the Surveyor examine the Safety Valves of the Main Boilers? ✓To what pressure were they afterwards adjusted under steam? ✓Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓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? No Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? NoHas shaft now been changed? ✓ If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓Is an approved oil retaining appliance fitted at the after end? ✓State date of examination of Screw Shaft ✓

State the wear down in the

stern bush ✓ Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NoHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

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

It was stated by the Chief Engineer that the after L.P. bearing of the main engine had a slight thrustships movement in the bearing pocket. The top half of the bearing now removed, wear down gauged, clearance taken between side of pocket and bearing ( $\frac{8}{1000}$ ), crank web gauged, and journal and web examined, all found to be in order. Main engine and Thrust block holding down bolts examined and hardened up.

It is considered that the engine is in a satisfactory and efficient condition. A new dynamo has been fitted on the Star side. Engine No 49644. made by Robey and Co. Ltd, Dynamo No F122. A890 made by Crompton Parkinson of 15 kw. The set is supplied for D.G. purposes, and a Test Certificate covering the engine is attached. Test results on the dynamo will be forwarded as soon as available. Some minor repairs also effected due to wear and tear.

General Observations, Opinion, and Recommendation:—

The machinery of this vessel, so far

(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, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., FD, &c.)  
 CS 3,34,

as now seen is in good condition, and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ 19

Fees applied for

Special Damage or Repair Fee (if any) £ 19

(per Section 29.)

Received by me,

Travelling expenses (if chargeable) LICENCE CASE

19

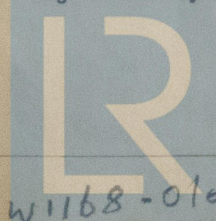
Committee's Minute

Assigned

FRI. 19 FEB 1943

As nowF. H. Sutcliffe.

Engineer Surveyor to Lloyd's Register of Shipping.



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W1168-0103



LP after bearing examined.  
An additional dynamo ~~has~~ fitted  
for degaussing purposes.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

Note examination of HP cylinder  
• fitted 1.42 also LP cylinder  
• fitted as per SS Co. 1  
due 8.41.

44  
16/2/43.



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