

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

(Received at London Office)

9 JAN 1942

Date of writing Report *7th Jan. 1942* When handed in at Local Office *7/11 1942* Port of *BARRY*
 No. in Reg. Book *21985* Survey held at *on the Machinery of the Wood Iron or Steel Screw "CORABELLA"*
 Tonnage { Gross *5682* Vessel built at *Liverpool* By whom *J. L. Thompson & Sons, Ltd.* When *1937.8*
 Net *3373* Engines made at *do.* By whom *Geo. Clark (1936) Ltd.* When *1937*
 Nominal Horse Power *396* Boilers, when made (Main) *1937* (Donkey) *✓*
 No. of Main Boilers *3* Owners *Lagueray Terminals Ltd.* Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers *✓* Managers *Bany DK.* Port *London* Voyage
 Steam Pressure in Main Boilers *220 lbs/sq. in* Surveyed Afloat or in Dry Dock (State name of Dock.)
 in Donkey Boilers *✓*

Last Report No. *18185* Port *HPL*Particulars of Examination and Repairs (if any) *B.S. PART M.S.*

(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? *yes.*

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? *✓*

If this was not done, state for what reasons *✓*

And what parts of the Boilers could not be thus thoroughly examined? *✓*

Also 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? *P+C 16/12/41. STARD 30/12/41.*

State latest date of internal examination of each boiler *yes.*

Did the Surveyor examine the Safety Valves of the Main Boiler? *yes.* To what pressure were they afterwards adjusted under steam? *220 lbs/sq. in*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes.* To what pressure were they afterwards adjusted under steam? *✓*

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *yes.* and of the Donkey Boilers? *✓*

Did the Surveyor examine the drain plugs of the Main Boilers? *yes.* and of the Donkey Boilers? *✓*

Did the Surveyor examine all the mountings of the Main Boilers? *yes.* and of the Donkey Boilers? *✓*

Has the screw shaft now been drawn and examined? *No.* 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 *✓* 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? *✓* Has it a continuous liner? *✓* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *✓*

State 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 *✓*

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted *✓*

If so, did 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? *✓*

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done *To complete M.S. all Rule*

requirements, with exception of examination of H.P. cylinder & piston, to be carried out.

Now done: All main boilers examined throughout, found or made good as under, and their safety valves together with Superheat safety valves adjusted under steam to 220 lbs/sq. in

Repairs: One auxiliary check valve lid renewed, & other minor repairs to mountings.

Now done towards M.S.: - H.P. cylinder & piston opened up, examined, & found satisfactory.

Repairs per Annex 4/10/41: - One bilge pump ram renewed & other minor voyage repairs.

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, B.M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 B., F.D., &c.)

The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed with fresh record of B.S. 1.42, and record of M.S. (with date) on completion of the survey.

Survey Fee (per Section 29) *B.S.* £ *4* 0 0 Fees applied for *7/11 1942*

License Fee Fee (if any) £ *✓* Received by me, *J. G. Richardson*

Special Damage or P (per £ *✓* 19 *✓*

Travelling (per £ *✓*

Con ute *Deferred*

Ass *B.S. 1.42*

FRI. 23 JAN 1942

Lloyd's Register

Foundation

W1168-0122

Is a Certificate required? If so, to be sent to

Engine Surveyor to Lloyd's Register of Shipping.

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Ms. A. 8. 41 part held

It is understood that this
model WILL BE eligible
for the record + will be on
conception and
BS 42 now

DA
20/1/42

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