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# Cloyd's Register of Shipping.



Port St. John's, Newfoundland,

February 12th, 1941.

COPY

This is to Certify that

D. M. MACFARLANE

the undersigned Surveyor to this Society did at the request of the Master, Captain A. Donald, survey the Steel Screw Steamer "CORABELLA", 5682 Tons Gross Register, of London, as she lay in St. John's dry dock, and afloat in St. John's harbour, on December 20th. 1940, and subsequent dates, in order to report upon the nature and extent of repairs being carried out, alleged due partly to damage sustained during heavy weather, and in part to wear and tear.

For further particulars please see Ship's Log & Protest.

UPON EXAMINATION FOUND:-

HULL:- A number of slack rivets in stern frame in way of propeller aperture. Several leaky and corroded rivets on port side in way of No. 2. hold. Port side bilge keel fore end buckled.

RUDDER:- Brass liner on bottom pintle badly worn. Lignum-vitae bush in gudgeon badly worn and split. Rudder brake wood-block badly worn.

MAIN ENGINES:- A number of holding down bolts slack and several broken. 2 bolts broken in H.P. cylinder foot to column.

SHAFTING:- Reported that the thrust shaft was apparently out of alignment, and there was a decided "whip" in the L.P. section of the crank shaft when running. No. 6. main bearing bottom half slack in bed-plate housing.

REPAIRS AS RECOMMENDED:-

HULL:- About 25 slack rivets in stern frame in way of propeller aperture renewed, and plate landing edges caulked. Corroded shell plate rivets in way of No. 2. hold caulked and welded. Bilge keel fore end faired and reriveted.

RUDDER:- Rudder lifted, new brass liner to bottom pintle, and new Lignum-vitae bush to gudgeon, were fitted. New wood block fitted to rudder brake. Rudder gland repacked.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



MAIN ENGINES:- Holding down bolts gone over and hardened up, and 5 new bolts fitted. Broken bolts in H.P. cylinder foot renewed.

SHAFTING:- Crank shaft to thrust shaft coupling disconnected and found to be out of alignment. L.P. section of crank shaft taken ashore to machine shop, tested in lathe, and aft journal and coupling face found 1/16" out of alignment. Coupling face and journal machined, and shaft replaced on board. Forward section of crank shaft lifted, and white metal in main bearing bottom halves found damaged and broken. Bottom halves remetalled and crank shaft connected and rebudded. Thrust shaft taken to machine shop, tested in lathe and found good. Thrust block bearings adjusted, thrust shaft refitted, and shafting aligned and coupled up. Coupling holes in crank to thrust shaft reamed and new bolts fitted.

GENERAL REPAIRS:- Repairs were effected to main engine pistons, poppet valves, intermediate stop valves, L.P. guide plate, main condenser, winch condenser, Weir pumps, ballast pumps, general service pump, evaporator, fan engine, refrigerating machinery, tank suction and bilge pipes, sounding pipe, steam heater pipes, and to angle bar on port side of saloon house, rivets in lazarette bulkhead, No.1. winch, and degaussing clips to bulwarks.

Main boiler mountings, and superheater outlet valves, overhauled and put in good working order.

Main engines given a harbour running trial after repairs were completed, and found satisfactory.

The repairs now effected have been carried out to my satisfaction.

*D. M. Macfarlane*

Surveyor to Lloyd's Register.



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