

COPY.

Lloyd's Register of Shipping.



Port St. John's, Newfoundland

February 28th. 1941.

COPY

This is to Certify that

D. M. MACFARLANE

the undersigned Surveyor to this Society did at the request of Messrs. Bowring Brothers, Limited, Lloyd's Agents, on behalf of Salvage Association, London, 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, for the purpose of ascertaining and reporting upon the nature and extent of damage alleged sustained during heavy weather.

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 slack 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 bolts broken. Several bolts broken in H.P. cylinder foot to column.

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

REPAIRS:-

HULL:- About 28 slack rivets in stern frame in way of propeller aperture renewed, and landing edges of plating caulked. Slack shell plate rivets in way of No. 2. hold renewed or caulked and welded as required. Bilge keel on port side, fore end removed faired and refitted.

RUDDER:- Rudder lifted, repairs effected, and rudder refitted.

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."

refitted. New brass liner fitted to bottom pintle. New lignum-vitae bush fitted to gudgeon. New wood block fitted to rudder brake. Rudder head gland repacked.

MAIN ENGINES:- Holding down bolts gone over and hardened up, and broken bolts renewed. New bolts fitted in H.P.cylinder foot to column.

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 true, 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 refitted.

Thrust shaft taken to machine shop, tested in lathe, and found good.

Thrust block bearings adjusted, thrust shaft refitted.

Shafting aligned throughout and coupled up.

Coupling holes in crank to thrust shaft reamed and new bolts fitted.

TESTING:- After the repairs were completed, the main engines were given a harbour running trial, and found satisfactory.

GENERAL REPAIRS:- For information, a list of repairs carried out on Owners' account is given below.

Repairs to main engine pistons, poppet valves, intermediate stop valve, L.P.Guide plate, main condenser, winch condenser, Weir pumps, ballast pumps, general service pump, evaporator, fan engine, refrigerating machinery, tank and bilge suction 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.

COSTS OF REPAIRS:-

Repairs were carried out by the Newfoundland Dockyard to the satisfaction of all concerned for the following amounts, as per Dockyard bills:-

Owners' account, :- \$ 5,798.70

Degaussing:- 315.00

Underwriters' Account:- \$ 9,015.00



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W1168 - 0128 2/3

UNDERWRITERS' COSTS:- In the event of the "Damage" claim being considered I would suggest, as my opinion, a fair proportion of the costs to be borne by Underwriters:-

Half the amount of dockage charges.	\$ 1210.20
Crank shaft, main bearings, thrust shaft, and bearings.....	4950.00
Main engine holding down bolts, and cleaning of engineroom tank to attend to bolts.....	185.00
Main engine column bolts.....	60.00
Bilge keel, rivets in shell plating, stern frame, and aft peak bulkhead..	340.00
Fires in dock bottom under vessel to prevent freezing.....	<u>325.00</u>
TOTAL.	<u>\$ 7070.20</u>

NOTE:-

The vessel was brought to this port to be drydocked for painting, and to have repairs effected to leaky rivets in the aft peak, and No. 2. hold, but after it had been found that considerable repairs were required to main engines, etc., this was claimed as due to heavy weather damage.

I have examined the log books on board the vessel, dating from July 11th, to December 23rd, 1940, and although the entries shew that the vessel had at different times experienced heavy weather with main engines racing badly and straining, there is no entry in the Log Books giving the date on which the damage claimed had been sustained.

Submitted without prejudice, and subject to the terms of Policy.

D. M. Macfarlane.

Surveyor to Lloyd's Register.



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W1168-0128 3/3