

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

DEC 29 1939)

Date of writing Report Dec. 1, 1939 When handed in at Local Office 19 Port of Boston, MassachusettsNo. in Survey held at Boston Date, First Survey Nov. 27, Last Survey Dec. 1, 1939
Reg. Book. 22744 on the Machinery of the XXXXXXXXXX S.S. "Corabella" (No. of Vessels 4)Tonnage { Gross 5682 Vessel built at Sunderland By whom J.L. Thompson & Sons Ltd. When 1937 8
Net 3373 Engines made at Sunderland By whom Geo. Clark (1936) Ltd. When 1936Nominal Horse Power { 395 Boilers, when made (Main) 1937 (Donkey)
No. of Main Boilers 3 SB Owners Saguenay Terminals, Ltd. Owners' Address Arvida, Province of Quebec
(if not already recorded in Appendix to Register Book.)No. of Donkey Boilers ✓ Managers Port London Voyage U.K.
Steam Pressure in Main Boilers 220 lbs If Surveyed XXXXXXXX in Dry Dock Yes (State name of Dock. Bethlehem Steel Co., Simpson Yard)in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).Last Report No. Port

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and verbatim 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 Certificate only

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? ✓" " Donkey " " " " ✓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? ✓

State latest date of internal examination of each boiler

Present condition of funnels X Good

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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 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

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 1/16"

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

Is electric light and/or power fitted? YesSo, 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 SURVEY HELD ON ACCOUNT OF DAMAGE

ated to have been sustained by encountering heavy weather on or about April 9 to 17, 1939, during voyage from Tyne to Sudney, N. S., in ballast: VESSEL PLACED IN DRY DOCK: Propeller and sea cock fastenings examined. Main engine after coupling bolts renewed and holes reamed. Forward chock on rust refitted. Bolts renewed.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in good

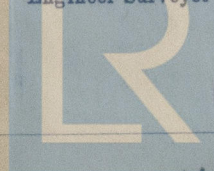
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

and efficient condition and in the opinion of the undersigned eligible to remain as now Classed in the Register Book, without fresh record.

Survey Fee (per Section 29) £ : : Fees applied for 1-12 1939
Special Damage or Repair Fee (if any) £ \$ 30.00
(per Section 29.)
Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute NEW YORK DEC 6 1939Assigned As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W1168-5135