

COPY.

# Lloyd's Register of Shipping.

C 306.



Port St. John's, Newfoundland,

November 25th., 1940.

**This is to Certify** that

D. M. MACFARLANE

the undersigned Surveyor to this Society did at the request of Messrs. Bowring Brothers, Ltd., Lloyd's Agents, attend on board the Steel Screw Steamer "K O R A N T O N", 6695 Tons Gross Register, of Newcastle, as she lay afloat in St. John's harbour on September 28th, 1940, and subsequent dates, in order to ascertain the nature and extent of damage alleged sustained during heavy weather while on a voyage from Halifax, N.S., to the United Kingdom, loaded with steel.

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

It was reported by the Master that during the voyage the main engines had been heating so badly as to render it impossible to continue the voyage, and the vessel put into this port for repairs.

UPON EXAMINATION FOUND:-

MAIN ENGINES:- White metal in main bearings, bottom ends, LP. eccentric strap, all badly damaged. MP. crank pin scored. Dowel pin in LP. crank pin slack.

MAIN ENGINE PUMPS:- Bilge pump plunger broken. Feed and bilge pump packing out of order.

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 whatever 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."



25/11/40.

MAIN ENGINE WATER SERVICE PIPES:- Cast iron pipes rusted internally, and cocks and extension pipes broken and out of order.

CIRCULATING PUMP:- Coupling bolts broken. Connecting rod crosshead pin damaged. White metal in main bearings and bottom end damaged. Lignum Vitae bush and neck bush on impeller shaft damaged. Valve rod pin broken.

FAN ENGINE:- Cylinder cover, piston, and crosshead bolts, broken. White metal in main bearings damaged.

DYNAMO:- Engine parts out of order. Governor regulating valve and gear not working efficiently.

FAN HEATER:- Out of order.

TANK SUCTION PIPES:- 2 pipes in engineroom broken.

ENGINE ROOM BILGE PIPES:- 2 bilge suction pipes broken.

MAIN BOILERS:- Feed check valves leaking badly, several valves broken.

REPAIRS:-

Specifications of repairs were drawn up to the satisfaction of all concerned, as per copy attached hereto, and the repairs were carried out by the Newfoundland Dockyard.

After the repairs outlined in the specification had been effected, it was found necessary to repair the water ends of the Weir feed pump, and to take up the excessive slackness in the main engine wyper-shaft bearings, the valve rod guide bushes, and the LP. valve quadrant block.

COSTS OF REPAIRS:- The repairs were carried out for the agreed sum of Seven Thousand, Three Hundred Dollars, (\$7300.00), made up as follows:-

Main bearings, bottom ends, LP. guide shoe,  
and LP. eccentric Strap, remetalling and fitting. \$6035.00

Repairs to auxiliaries, boiler mountings, etc., 1265.00

\$7300.00

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CAUSE OF DAMAGE TO MAIN ENGINES:-

The cause of the damage to main engines has not been satisfactorily determined, although several opinions were offered, first, that the vessel had worked or hogged owing to the heavy nature of the cargo of steel on board, or, that the crank shaft webs were out of alignment, or, that the lubricating oil had been tampered with.

VESSEL HOGGED:- The appearance of the vessel did not suggest that she had hogged, also, it was noted that the damage was confined to the main engine, and that no trouble had been found with the intermediate shafting bearings or the thrust shaft and thrust shoes.

CRANK SHAFT:- The crank shaft was lifted, thoroughly examined, and no apparent defect was found in the webs or journals, also, the alignment of the webs was tested and found in order.

LUBRICATING OIL:- A sample of the oil carried on board at the time of the damage was taken from the engine room tanks, tested by the Newfoundland Government Analyst, and a copy of his report is attached hereto.

A supply of new oil was placed on board.

Submitted without prejudice and subject to terms of Policy.

*D. M. Macfarlane*  
Surveyor to Lloyd's Register



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