

COPY.

Lloyd's Register of Shipping.



Port St. John's, Newfoundland,

November 21st., 1940.

This is to Certify that

D. M. MACFARLANE

the undersigned Surveyor to this Society did at the request of the Master, Captain C. Howard, attend on board the Steel Screw Steamer "KORANTON", 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 had put into this port for repairs.

UPON EXAMINATION FOUND:-

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

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

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 ends 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.

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."

FEED HEATER:- Out of order.

TANK SUCTION PIPES:- 2 pipes in engine room broken.

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

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

REPAIRS AS RECOMMENDED:-

MAIN ENGINES:- Main bearing top halves, bottom ends, and eccentric rods, etc., disconnected.

Crank shaft lifted and thoroughly examined.

Alignment of engine bed plate tested with engineroom tank full and pumped out, showing a difference of about $3/16"$ at aft end.

Main bearing bottom halves remetalled.

Crank shaft bedded in place, and aligned with face of thrust shaft coupling.

MP. crank pin scores dressed off.

All three bottom end shells remetalled and bedded to crank pins.

LP. sternway guide shoe remetalled and fitted in place, broken bolt in guide to crosshead renewed.

LP. headway eccentric strap both halves remetalled.

Main bearings, bottom ends, and eccentric rods, etc., all connected up in good working order.

Crossheads opened out for examination of brasses and pins, one pin dressed off, and all connected up in good working order.

Main engine foundation bolts, and column bolts, gone over and hardened up.

New dowel pin fitted in LP. crank pin.

THRUST BLOCK:- Shoes removed, examined and found good, and refitted.

MAIN ENGINE PUMPS:- Bilge pump plunger repaired. Feed and bilge pumps repacked.

FEED HEATER:- Opened out, overhauled, and new pin fitted in float tank arm.

MAIN ENGINE OIL PIPES AND BOXES:- Removed, thoroughly cleaned internally with steam blown through, broken parts repaired, and all fitted in good working order.

MAIN ENGINE WATER SERVICE PIPES:- Main pipes cleared internally. Cocks overhauled and repaired. New extension pipes fitted as required.

OIL STORAGE AND SUPPLY TANKS:- Thoroughly cleaned internally, and new oil supplied.

CIRCULATING PUMP:- New coupling bolts fitted. New crosshead pin fitted in connecting rod. Main bearings and bottom end remetalled. New bushes fitted to impeller shaft. Valve rod pin renewed. All connected up in good working order.

FAN ENGINE:- New cylinder cover, new piston, and new crosshead bolts, fitted. Engine connected up in good working order.

DYNAMO:- Engine overhauled.
Governor regulating valve and gear overhauled and put in efficient working order.

TANK SUCTION PIPES:- Repaired, and 2 new lengths of pipe fitted.

ENGINE ROOM BILGE PIPES:- 2 pipes repaired and refitted.

MAIN BOILERS:- Main and auxiliary check valves opened out and overhauled, several new valves fitted to chests, and closed in good working order.

WEIR FEED PUMP:- Water end opened, new woodite rings fitted to pump bucket, and pump closed in good working order.

MAIN ENGINES:- Excessive slackness in wyper-shaft bearings, valve rod guide bushes, and LP. quadrant block, adjusted.

TESTING:- After repairs were completed a running trial of main engines and repaired auxiliaries was carried out under working conditions.

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

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



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