

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

(Received at London Office)

Date of writing Report November 26th 1940 When handed in at Local Office St. John's, NFL. Port of St. John's, NFL.
 No. in Reg. Book. 77701 Survey held at St. John's, NFL. Date, First Survey Sept. 28th Last Survey November 21st, 1940
 on the Machinery of the Wood, Iron or Steel S.S. "Koranton" (No. of Visits 16)

Gross 6695 Vessel built at Sunderland By whom W. Doxford & Sons, Ltd. When 1920-4
 Net 4125 Engines made at Sunderland By whom W. Doxford & Sons, Ltd. When 1920
 Nominal Horse Power 596 Boilers, when made (Main) 1920 (Donkey) ✓
 of Main Boilers 3 Owners R. Chapman & Sons Owners' Address ✓
 of Donkey Boilers ✓ Managers ✓ (if not already recorded in Appendix to Register Book) Port Newcastle Voyage Halifax, NS.
 Main Boilers 180 lbs. If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)
 Donkey Boilers ✓

First Report No. 7901 Port Phl.

Particulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details 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.

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 Requested

as a damage report made by anyone else? If so, by whom? No.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " " "

Was this not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler?

What latest date of internal examination of each boiler?

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?

Is screw shaft now been drawn and examined?

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?

Is shaft now been changed? If so, state reasons

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What latest 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.

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

Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Generator governor regulating valve & gear put in good working order.

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done

Vessel afloat.

Survey held for damage to Main engines while on a voyage from Halifax, NS. to the U.K. loaded with steel. Cause of damage not known, vessel put into this port for repairs.

Damage:- Main engines:- White metal in main bearings, bottom ends, L.P. eccentric straps, all badly damaged. M.P. crank pin scored. Bowl pin in L.P. crank pin slack.

Pumps:- Bilge pump plunger broken. Feed and bilge pump packings out of order.

Water service pipes:- Broken and out of order. Circulating pump:- Working parts broken and pump generally out of order. Fan engine:- Working parts broken and generally out of order.

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

Several tank suction pipes and bilge suction pipes broken.

P.T.O.

Main boilers:- Feed check valves leaking badly, several valves broken and stuck in chests

General Observations, Opinion, and Recommendation:- The Machinery of this Vessel.

(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.)

As far as seen, is now in safe and efficient working condition, eligible in my opinion to remain as classed in the Register Book without fresh record of survey, subject to the Boiler Survey being completed.

Survey Fee (per Section 29) £ : : Fees applied for Nov. 25 1940

Special Damage or Repair Fee (if any) \$135.00

On behalf of Underwriters \$100.00

Travelling expenses (if chargeable) \$100.00

Received by me, not paid

Committee's Minute

Assigned Deferred for

W. L. Comp. 2 No. 2

THURS. 9 JAN 1941

Deferred

(1000100)

7.40 1/2

D. M. Macfarlane

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

WS2-0110

