

S.S. "KORANTON, No. 21248 in R.B., built by Messrs. W. Doxford & Sons in 1920-4mo. and classed 100A1 "Shelter "deck with freeboard".

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On the occasion of an examination of this vessel in dry dock in August 1920, the Baltimore Surveyors reported that a number of rivets in way of the after peak tank and over the aperture had been caulked and made tight.

In November of the same year the Genoa Surveyors reported that a leak had been found in the lower part of the stuffing box, which had worked loose on the bolts. These bolts had been renewed and the stuffing box secured with iron knees as a temporary repair.

In December 1920 the Newport News Surveyor examined the vessel while in dry dock to ascertain the nature of the damage sustained through heavy weather, when he found that some rivets in the after peak were leaking; these rivets were caulked up and made tight.

In January 1920 the Cardiff Surveyors reported that the slight leakage round the outer plates had now been made tight and the repairs previously effected to the rudder, stuffing box and trunk found satisfactory.

In August 1920 the Newcastle Surveyors state that both outer plates were found fractured on the flange, and that they had been previously repaired by electric or oxy-acetylene welding which had not proved efficient, and that the welding has been renewed.

This vessel is one of the Standard "F" Type, and is fitted with a cruiser stern, and in view of this the Newcastle Surveyors were requested to state whether in their opinion the damage at the stern had any connection with the fact that the vessel was built with a cruiser stern.



The Newcastle Surveyors now state that in their opinion the fact that the vessel has been built with a cruiser stern has no connection with the failure of the plates though the flange at the outer is more acute with such a stern than with an ordinary stern.

When the case was before the Committee the vessel was allowed to remain as classed subject to the outer plates repaired by electric welding being specially examined at the next dry docking, but the Committee were rather of the opinion that the entire stern should be examined.

It is submitted that in the circumstances it would be well if in addition to examining the outer plates now electrically welded at the next dry docking, the rudder, trunk and cruiser stern should be examined internally with a view to seeing that the riveting is efficient.

B.H.

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