



Please address
further communications
on this subject to
THE SECRETARY
and quote the following
initial

Lloyd's Register of Shipping,

71, Fenchurch Street, London, E.C. 3.



20th March, 1939.

Dear Sir,

In accordance with instructions I visited Newcastle and Sunderland with a view to making an examination of the sternframe of the s.s. "CORABELLA".

It may be remembered that in March, 1938, the lower part of the sternframe of this vessel was found fractured, and several fractures were also found in the rudder plating. The matter was investigated, and the fractures in the sternframe were attributed to damage although it was thought that vibration and corrosion had been contributing factors. (See letter addressed to you dated 19th March, 1938).

The lower part of the sternframe was renewed at that time, and the rudder was repaired, but the former has now fractured again in numerous places.

On Saturday morning the 18th instant, accompanied by Mr. Turnbull and Dr. Pickworth, Principal Surveyors, and Mr. Dale, Forging Inspector, the lower part of the sternframe was examined while lying in the Sunderland Forge, and fractures were found as shewn on the blue prints and two photographs attached. A photograph shewing the fracture which was found in March, 1938 is also attached.

Afterwards in the company of Mr. Turnbull, Mr. Roberts,

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s.s. "CORABELLA"

the Society's Ship Surveyor who has the case in hand, and Mr. Harrison, the Owners' Representative, the vessel was examined in Messrs. Swan, Hunter & Wigham Richardson Ltd's Dry Dock, Wallsend.

The aftermost keel plate and the cheek plate on each side had been removed from the ship to facilitate the removal of the lower part of the sternframe.

Mr. Roberts informed me that all the rivets connecting the shell plating to the sternframe from below the boss to, and including, the heel, and also in the three or four aftermost frames below the boss, were found either slack or missing. The remainder of the after peak, however, was found in satisfactory condition, and there were no started rivets in beam brackets or other connections.

The rudder was examined and found in satisfactory condition, with the exception that the brass sleeve of the pintle had dropped off and the lignum vitae bush in the gudgeon was missing. There was no sign of a recurrence of fractures in the rudder plating.

It is proposed to renew the lower part of the sternframe making the heel slightly thicker and shaped to follow the lines of the vessel at this part, and to renew the aftermost keel plate ^{AND THE CHEEK PLATE} on each side, the latter being increased in thickness from $\frac{5}{8}$ " to $\frac{3}{4}$ ". It is also proposed to reduce

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S.S. "CORABELLA"

the diameter of the propeller by four inches, and to fit a brass bush to the gudgeon in lieu of the lignum vitae bush.

There are three sister vessels to the "CORABELLA", built by the same Builders from the same plans, namely, "NEWTON MOORE", "LERWICK" and "SIRE", and from an examination of the reports in this Office no trouble appears to have been experienced with the sternframes of these vessels. Fractures in the rudder^{PLATING} of the "NEWTON MOORE" similar to those in the "CORABELLA", however, were reported in June, 1937 and the rudder was rebuilt in December, 1937.

Mr. Harrison stated that the Officers of the "CORABELLA" have reported excessive vibration at the aft end of the vessel while she is in the loaded, as well as in the ballast, condition.

I am, Dear Sir,

Yours faithfully,

James S. Putter

The Secretary,
LONDON.



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Lloyd's Register
Foundation

W168-01814 3/3

Referred to the Chief Ship
Surveyor

20.3.39
P. J. M.

LONDON.

are respectfully

Yours faithfully

I am, Dear Sir,

in reply to the letter of the 12th inst. in relation to the
matter of the 12th inst. in relation to the matter of the 12th inst.

Yours faithfully

Yours faithfully



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Foundation

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