

S.S. CLAN ALPINE.NOW DONE for L.M.C. M.S. (cont^d.)

The main steam pipes were examined externally under working steam pressure and found satisfactory.

The remainder of the machinery was generally examined and as far as could be seen was in good working condition. Upon completion of repairs the whole of the machinery was examined under working conditions with satisfactory results.

It is submitted for the favourable consideration of the Committee that the machinery of this vessel be assigned a fresh record of L.M.C. M.S. 10,47.

FOR MACHINERY REPAIRS.

Main Engine H.P. and M.P. piston rods, H.P., M.P., and L.P. valve spindles machined and ground where worn, and new sets of United States Metallic packings fitted throughout to all Main Engine piston rods and valve spindles.

Forward generator steam engine cylinder bored out and new solid piston fitted.

CONVERSION TO OIL FUEL BURNING.

A Wallsend system duplex pumping and heating unit No. O.B. 8990 with 2 Weir's pressure pumps, No. 210365 and 203492, and a Weir's oil fuel transfer pump 7" x 6 1/2" x 15", No. 210020, installed in Engine Room, with new Wallsend-Howden patent oil burning furnace fronts fitted to all furnaces.

No funnel damper, wooden bearings, or lead pipes are fitted, and the feed pumps and fresh water tanks are isolated from fuel, bilge and ballast connections.

No. 1, 2, 3, 4, 7 and 8 port and starboard double bottom tanks fitted for carrying oil fuel bunkers, with 3 independently constructed settling tanks, located fore and aft in 'tween deck space above Engine Room on the starboard side. All these tanks fitted with solid drawn steel oil fuel heating coils, tested in place to 440 lb/sq" hydraulic pressure. The coil drains return to an observation tank placed in the Engine Room.

Drainage facilities to the oily bilge are provided from the 'tween deck space in which the settling tanks are located, and from the settling tanks themselves through spring loaded and hand lever operated drain cocks.

Oil fuel discharge pipes and fittings hydraulically tested to 440 lb/sq", the filling pipe-line to 100 lb/sq", and the suction lines to 50 lb/sq".

Steam fire extinguishing pipes fitted under boilers, and foam generating apparatus for fire extinguishing, with sand boxes, placed at convenient positions in Engine and Boiler room spaces.

On completion of the conversion the installation was examined under working conditions, with the pumps and pumping arrangements, and found satisfactory.

The heating coil returns to the observation tank, the steam smothering arrangements, together with all extended spindles to master steam supply valves and the oil fuel suction from the settling tanks, were examined and tested and found satisfactory.

(APPROVED PLANS ATTACHED)

J. Manson.

ELECTRICAL EQUIPMENT.:- A special survey of the electrical equipment carried out. Generators, switchboard, cables and fittings examined.

The following repairs were effected:-

Bed lights installed in Engineer's and Officer's accommodation

(see overleaf.)

