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Lloyd's Register
Foundation

"CORINTHIAN" (continued)Of conversion (continued)

On Completion, the entire system examined under working conditions, extended spindles and steam smothering arrangements tested and found satisfactory.

Electrical Equipment

The 18 K.W. Sunderland Forge generator, 110 volts, 168 amps, 450 R.P.M. Serial N^o G-5667, 1946 mentioned in Liverpool Rpt. N^o 130827 dated 14.4.50 has now been commissioned. It was stated that this generator had been transferred from the "Gower". The generator was tested under full working conditions and run in parallel with the existing 18 K.W. and 30 K.W. generators. Circuit breaker trips tested and all found satisfactory. Total generator capacity now 66 K.W.

28 - Additional hold ventilating fans have been installed, details of which are as follows:-

4 - 20 inch 110 volts 1.6 H.P.

24 - 17 inch 110 volts 0.75 H.P.

16 starters located in Fore mast house

8 " " " Fiddley, amidships.

14 " " " After mast house.

Total number of fans now installed, 38.

Motor cables 1.6 H.P. 7/.029 "H.R."

" 0.75 H.P. 3/.036 "H.R."

Foremast house mains 19/.083 "H.R."

Fiddley amidships " 7/.064 "H.R." (4 new motors)

After mast house " 19/.083 "H.R."

All fans examined, tested under working conditions and found satisfactory.

L.M.C. :- Stakehold rewired and minor repairs carried out to remainder of installation.

Equipment magnets tested and examined under working conditions and all found satisfactory.

Machinery repairs:-

Starb^d feed pump, control valve chest removed.

Forward lubricating oil pump, cylinder machined, piston & rings renewed.

E.S. pump, bucket and rod machined.

Mackell thrust block, pads reinstalled.

Main boilers, a number of sc stays renewed and sundry valves and seats machined.

Note:- On completion of survey, vessel attended at Gravesend at request of Owners Superintendent, on account of reported vibration of the Bauer-Wach turbine gearing whilst on passage from London Graving Dock to Gravesend (30.9.50). Turbine gearing and alignment of shafting examined and found satisfactory. Trial was then carried out whilst proceeding from Gravesend to Southend at approx. half speed (turbine revs 1200). Vibration accompanied by pronounced gear chatter was noted.

On increasing revolutions, the vibration decreased and the machinery ran smoothly at 1500 turbine revs. and continued to operate satisfactorily up to and including full speed of 70 R.P.M. on propulsion shaft and 2500 turbine revs.

The Machinery is considered efficient in the meantime and will not be operated continuously at the speed where vibration occurs.

It is recommended that the turbine and gearing be again examined on vessel's return to U.K. in early Dec. 1950 and dealt with as necessary.

Supt. Engineer stated that arrangements will be made for this examination.