

Both L. O. service pumps
O.F. transfer pump
Sea circulating pump
Aux. fresh and salt water cooling pumps
Both feed pumps
Both O.F. pressure pumps
Both O.F. heaters tested
Evaporator
Fan engine
Both main and 3 aux. L.O. coolers tested.
Fresh water cooler tested.
Aux. condenser tested and cascade tank.
All main and auxiliary starting air receivers
All daily service tanks and their fittings
Steam pipes over 3" bore examined and tested.
Valve, cocks, pipes and strainers of pumping arrangement.
Steering gear and windlass
Electrical installation.

For DBS:-

P+S donkey boilers examined internally and externally together with their mountings, manhole doors and their fastenings and found or placed in good order. Safety valves adjusted under the above stated pressure. O.F. burning appliances examined under working conditions, Steam smothering arrangement verified. Control rods checked.

Machinery Repairs The screw shaft has been renewed at Owners' instigation, lignum vitae in stern bush renewed
(W+T) TS-marks:- Lloyd's No. 611 9.3.40 HBS.

Note:-

The existing screw shaft has been taken in lathe, examined and checked for truth, the liner machined true and the shaft placed on board as spare.
All (3) auxiliary oil engines, cylinder covers, valves and pistons dressed bearings adjusted
Generator steam engine and both air compressors, bearings adjusted.
All independent pumps and machinery thoroughly overhauled.
Main fresh water cooler tube plates and all tubes renewed and tested.
Sundry minor repairs effected.

Electrical Repairs:-

All cables on fore and after gangway renewed, pump room and under bridge deck space lights Generators, switchboard, cables, motors and fittings examined, Insulation resistance measured on completion of repairs and found good.

Boiler Repairs:

P. Boiler 30 and S. boiler 25 plain tubes expanded.
Note:- The waste heat connection to the starboard donkey boiler has now been removed at Owners' instigation.

Note:

Main and auxiliary machinery, including pumping arrangement, windlass and steering gear examined under working conditions on completion of repairs and left in good order.
During erection of main engine on board No. 2 eccentric sheave fouled while turning the crank and the bedplate was damaged locally at the (inner longitudinal girder) S.S.
The damaged material in way has been removed and the adjacent material in way examined and found good. A new cast iron filler piece made and fitted by means of "Metalock". The crankshaft eccentric strap and disc carefully examined and found good. Deflection readings taken and found good.

This repair has been discussed with the Owners' Supt. Mr. Skougland, and it is recommended as permanent without subject or endorsement of class, at this request.
See also London letter of 1.6.54 regarding correspondence with the engine Makers.



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