

"REGENT JAGUAR"

and found to be +6 (in 1/1000"). Vessel in light condition.

No.6 main bearing opened up and found in good order.

No.7 main bearing opened up, found slightly wiped, scraped down (1/1000") and refitted.

Holding down bolts in way of Nos. 4, 5 & 6 cylinders checked; about a dozen found loose, now tightened up.

Bedplate in way of above cylinders examined and found in order.

Vessel shifted to Pier 15, Hoboken. The engine was operated for 1-1/2 hours.

Deflection readings taken on crank No.4 and found to be +10 (1/1000"). Vessel in ballast.

No.4 main bearing (between No.3 crank and gear case) opened up and found in good condition. However, in order to obtain better alignment above bearing machined down 5/1000" and refitted with a lead clearance of 0.012".

Deflection readings taken at 10:30 A.M. on October 29, 1953, and found as follows:

CRANKS: No.1 : +1, No.2 : +1-1/2, No.3 : +2, No.4 : +9, No.5 : -3, No.6 : +7.

Dock trial held. Engine was operated 1-1/2 hours. Vessel in ballast.

Deflection readings taken at 6 P.M. Readings top to bottom in 1/1000".

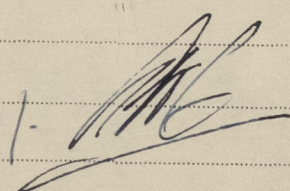
CRANKS: No.1 : +2, No.2 : -2, No.3 : +3, No.4 : +9, No.5 : -3, No.6 : +7.

The alignment of Main Engine crankshaft, as now, is in our opinion satisfactory. However, it is considered advisable to recommend further examination by 4,54.

HULL: Two defective rivets in way of Donkey Boiler space (S.S.) now removed, taper bolts fitted and caulked.

It is recommended above rivets be dealt with at next drydocking.

INTERIM CERTIFICATE issued - copy attached.

BW/- 

003706-003711-0217 2/2

Subject as recommended

5. 1. 174

It is concluded the man at
No 4667 ~~John~~ ME Jones could be
credited towards Ed. but
this should be confirmed
2. 10. 1906

FOR C. E. S.
RECORDS
TO NOTE

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