

(Received at London Office)



IN 1954

"SHAHJEHAN"

2.

Now done for MS:- The following main machinery opened up, examined and found in efficient condition:-

HP, IP and LP cylinders together with liners, covers, pistons, piston rods, crossheads and guides, top end bearings and pins, connecting rods, bottom end bearings and crankpins. Crankshaft, main bearings and journals, valves and valve gears. Thrust block, shaft, collar and pads, intermediate shafting and bearings.

Main engine driven air, sanitary and bilge pumps and their driving levers.

Main condenser and main steam pipes examined and hydraulically tested and found satisfactory.

The following auxiliary machinery opened up, examined and found in efficient condition:-

Fore and aft feed pumps, fore G.S. pump (ex ash), GS pump, circulating pump, ballast pump, sanitary and bilge pump, inboard and outboard generators, fan engine, FW pump and evaporator.

Steering engine and windlass.

Ballast and bilge pumping arrangements opened up, examined and found satisfactory.

On completion of survey, all main and auxiliary machinery examined and tested under working conditions and found satisfactory including steering gear, windlass and pumping arrangements.

Now done for conversion to oil fuel and alterations:-

Wallsend Slipway Howden System oil burning unit No. F2957 with G.S. Weir pumps No. 264018 and No. 264019 together with transfer pump G.S. Weir No. 264248 and fire pump Hamworthy type D2 No. 91962 giving 100 ft head at 1200 RPM (this latter driven by Russell Newbury diesel engine No. 10F7563 generating 11.5 BHP at 1300 RPM situated in steering house) together with all necessary fittings as per Rules approved plans and Secretary's letters, now placed on board.

Oil fuel filling lines and hot oil lines tested as per Rules requirements, examined under working conditions and found satisfactory.

Heating coils fitted in Nos 12, 3, 7, 8 D.B. oil fuel tanks, tested as per Rules requirements and found satisfactory.

Steam smothering perforated steel pipes installed under boilers, around Q.F. unit and settling tanks, examined, tested and found satisfactory.

Stokehold 2 sand bins, 1 off 10 gallon and 2 off 2 gallon chemical

R. R. Mator.



13 JAN 1954

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"SHAHJEHAN"

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extinguishers and 2 off canvas hoses with jet and spray nozzles.  
Engine Room. 2 off 2 gallon chemical extinguishers and 2 off  
 canvas hoses with jet and spray nozzles.

All extended spindles and quick release valves fitted as  
 per Rules. No funnel dampers and no lead pipes fitted.  
 The whole system examined and tested on completion  
 and found satisfactory.

Now done for repairs:- Spare tailshaft "A" placed in lathe, checked  
 for truth, examined, found satisfactory and replaced on board as  
 spare.

Damaged bronze propeller, which had been carried aboard, sent to  
 maker and blade tips built up and fitted satisfactorily to working tailshaft.

Working tailshaft "B" drawn, examined, found satisfactory and  
 replaced as working tailshaft.

C/ propeller removed from working tailshaft and replaced on board  
 as spare.

Identity of Tailshaft "A" :- 514/A LR 14329  
 A.F.S. 7:6:46.

Identity of Tailshaft "B" :- 514/A SPARE R.B. LR 14329  
 A.F.S. 7:6:46.

Main boilers:- Butt straps in all three boilers caulked. Minor repairs  
 carried out.

A. R. Morton.

### Electrical Installation

Now done:- A special survey of the electrical installation  
 carried out. Generators, switchboard, distribution boxes and cables  
 examined, all found or placed in good order. Minor repairs  
 effected.

at this time Degaussing installation and Marconi Direction Finding  
 equipment fitted.

On completion of above work, installation megger tested and generators  
 tested under working conditions; all found satisfactory.

It was noted that Marconi Echo Sounding equipment had been fitted on board.

LBH



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Handwritten notes below the stamp, including "Handwritten R.B." and "DF ESD".

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