

Wear & Tear Repairs:

Main Engine: all piston & HP Valve rings renewed.

HP piston rod skimmed.

Indepen. Air pump. Renewed crosshead.

Main Circulating " Renewed steel sleeve in way of packing.

Renewed engine piston rod.

Steering engine. Renewed Starb' main bearing.

Renewed low main injection valve cover.

Windlass Engine. Renewed top end pins & bushes.

Boilers:

All Superheater elements, repaired as necessary, tested, & refitted.

Starb' Main Boiler: 16 s.c. back stays renewed.

25 stay tubes, 12 plain tubes renewed.

Port Main Boiler: 23 s.c. back stays renewed.

9 stay tubes, 3 plain tubes renewed.

3 guide stay pins renewed.

Centae Aux. Boiler: 3 guide stay pins renewed.

6 stay tubes, 14 plain tubes renewed.

Approx. 20 leaking rivets in each furnace mouth renewed.

Elec. Installation: Three - 33 KW. Generators:

Boiler room rewired.

Main mast Navigation lights rewired.

Dynamo armatures & motors all cleaned & overhauled.

On completion of repairs, the installation was ~~examined~~ megger tested & examined under working conditions & found satisfactory.

O.F. Conversion:

Oil Fuel conversion carried out in accordance with approved plans (approved 16/10/47)

Oil fuel by Walbend Slipway & Eng. Co. Ltd. (Cert. attached)

Transfer pumps by Weiss.

"Victor" oil separator fitted. Pneumometer gauges fitted to settling tanks.

Oil fuel suet. & discharges tested as per rule requirements.

Oil fuel unit, transfer pump, & steam smothering system, fitted with extended spindles, as per rule requirements.

On completion of repairs & alterations, the main engine, & auxiliaries, & oil fuel system were examined under working conditions, oil fuel deck controls tested, steam smothering system tested, & pumping arrangements tested, and all found satisfactory.

J.W. Walker

SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.



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