

adjusted, shafts returned to ship, bedded down, main bearings adjusted, thrust block adjusted to true shafting alignment.

H.P. & M.P. crank pin brasses remetalled and fitted. H.P. eccentric straps remetalled, all crank pin brasses and eccentric straps adjusted. H.P. & M.P. crosshead pins trued up and bearings remetalled. H.P., M.P. & L.P. cylinders, pistons, piston rods, connecting rods opened up, examined, ridges ground off all cylinders, rings adjusted and replaced.

H.P. guide shoe remetalled. H.P., I.P. & L.P. guide shoes examined and adjusted. Port and starboard stern gland repacked.

Starboard circulating pump opened up, examined, new piston rod neck and gland bushes fitted, new crosshead pin and brasses fitted, crank shaft bearing adjusted. Sea cocks and valves opened up, ground in, examined, glands repacked, spindles freed and covers rejointed.

Three main boilers, steam and feed pipes tested by hydrostatic pressure to 315 Lbs. per sq. inch to U.S. S. Inspectors requirements. Three boilers opened up, cleaned, examined internally and externally overall parts, together with doors and mountings. Boiler mountings removed from shell, studs renewed as found necessary. Valves and cocks opened up, ground in, examined, glands repacked and covers rejointed. Main feed checks seats and valves renewed. Rivers and seams caulked in combustion chambers as required, forty-six plain tubes rolled. Steering engine opened up, examined, adjusted and replaced.

On completion of the above repairs, the machinery was tested under working conditions and found satisfactory.

Safety valves adjusted under steam as stated above.

The Oil installation examined and found in good order.

James M.

Noted

Not put held

Submitted to the
DONKEY BOILER
not being used

19/1/44



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