



G.S. pump renewed (Weirs, No.256466, LLOYDS 18.10.51) (pump end corroded). Ballast pump replaced by 100 tons capacity Simplex pump. Simplex pump previously used now opened in shop, steam cylinder rebored, piston renewed and pump overhauled. Pump examined opened up and found or made satisfactory. Pump satisfactorily installed and connected to steam and water lines, on new seating welded to tank top and aft bulkhead of engine-room. Pump tested under working conditions and found satisfactory. (Position of pump altered to give headroom for overhaul).

One length of discharge pipe from ballast pump to main condenser and one length of pipe from main condenser to No.6 well renewed (corrosion and cracked). Main circ. pump crosshead pin renewed and bearings re-white metalled. Aux. condenser end division plate renewed (corrosion). Steering gear engine piston and valve rods, control valve renewed (wear). Fan engine rebored and piston renewed. Rods skimmed and glands rebushed. Both dynamo engine cylinders rebored, pistons renewed. One piston rod renewed and other piston rod skimmed. Valve rods renewed, metallic packing glands replaced by adjustable type glands. Spare piston rods, valve rod, set of bearings placed on board for fan, dynamo and circ. pump engines. Port boiler: A few c.c. back stays renewed (corrosion).

End-plate in way of main feed orifice built up by electric welding (corrosion). Superheat elements renewed (corrosion and leaking) (tested). Centre boiler: Port furnace jacked back satisfactory and bridge in way of No.6 corrugation from front fitted and secured by electric welding.

Starboard boiler: Weld at bottom of starboard furnace found opened slightly at 2nd corrugation (fire side) from front veed out to clean metal and satisfactorily repaired by electric welding. All boiler furnaces examined in way of weld and found satisfactory. All furnaces gauged and copy of gauge readings placed on board (copy attached).

O.F. Alterations: Port and starboard deep tanks aft of engine-room bulkhead arranged to carry oil fuel or ballast. 4" Filling lines and suction lines fitted and tested satisfactorily as per Rule requirements. Filling lines connected to existing common overflow pipe. Filling lines fitted with spectacle blank flanges. Existing suction box port and starboard connected to ballast and oil fuel lines and arranged with change-over device. O.F. suction valves fitted with extended spindles to above main deck level. Deep tanks fitted with heating coils, tested and found satisfactory. Oily bilge formed by closing off one frame space, port and starboard, aft of deep tank aft bulkhead and oily bilge suction port and starboard fitted and connected to oily bilge line to transfer pump.

The main engines and auxiliaries examined under working conditions at quayside on completion of repairs and found or made satisfactory.

ELECTRICAL INSTALLATION

2 - 15 KW Dynamos. Both dynamos and switchboard cleaned and tested and made satisfactory. (The electric light cables in domestic refrigerator spaces renewed. Deck light circuits cables part renewed and minor repairs made to lighting fittings. The installation resistance tested and found or made satisfactory. Both dynamos tested and examined under load, the governing tested and found satisfactory.

Damage stated sustained as a result of (a) heavy weather encountered from December 23rd to 30th, 1951, and February 1st, 1952, voyage from Glasgow to Port au Prince, and (b) grounding on February 8th and 9th, 1952, at Port au Prince. For further particulars, see the vessel's log-books.

Now done on account of Damage (a): Screw shaft coupling bolts renewed (slack) steering gear engine opened up, examined and overhauled. The turning gear wheel on main shaft renewed (fractured). Attached sanitary pump air vessel renewed (fractured).

Now done on account of damage (b) (grounding and refloating): Vessel placed in dry-dock, screw shaft (drawn) (part). Main engine bearings adjusted. Main circulating pump overhauled. Both condensers cleaned and tested.

