

installation megger tested.

W. & T. Repairs.

Stern bush rewooded
H.P. piston grooves skimmed up and new rings fitted.
L.P. piston - new coach springs fitted.
HP. IP. & LP. valve spindles skimmed up and new neck and gland bushes fitted.
Pump lever rocking shaft forward bearing, found cracked, renewed.
Circulating pump bucket rope packing renewed
Main engine bilge rams skimmed up and new neck and gland bushes fitted.
Main engine inboard bilge pump body, found wasted and holed at bottom, renewed.
Dynamo engine governor overhauled and made workable.
Steering engine control and slide valves and valve faces machined.
Auxiliary feed pump steam valves and valve faces machined, steam and water rings renewed and new suction valve springs fitted.
All coupled pump relief valves overhauled and made workable.

In addition, a few minor general repairs effected.

B.S.

Both main Boilers with their mountings opened out and examined internally and externally. Their safety valves have not been adjusted.

W. & T. Repairs.

Both boiler top manhole doors built up and machined to a good fit.

All recommendations made during this survey have been carefully carried out, and the machinery is eligible in my opinion to remain as classed with fresh record of +L.M.C. 10-42 on completion of the survey.

*A couple of runways of the highest boilers held with the exception of the adjustment of the safety valves when steam.
It is recommended as action is necessary until the hull survey has been completed*

*BA
14/10/42*

