

Lloyd's  
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M. V. "KANLON" II

ANNUAL SURVEY OF ENGINES.

The main engines were completely dismantled, cylinder liners all drawn, and jackets cleaned. The liners and pistons were all in good <sup>order</sup> except #5 starboard. #5 cylinder liner and piston starboard engine renewed, all piston rings of both main engines renewed.

All piston wrist pins of both main engines renewed and top end bearings refitted.

All bottom end bearings and crank pins found to be in good order.

All main bearing top halves lifted crank shafts turned over for examination and found to be in good order.

Holding down bolts examined and 5 broken ones renewed.

Fuel pumps and piping cleaned examined and found to be in good order.

Fuel pump cam shaft bearing refitted.

Scavenging and air compressor pistons drawn, together with all valves pertaining thereto, examined and found to be in good order.

Circulating and bilge pumps examined, found to be in poor condition.

New valve seats and valves fitted.

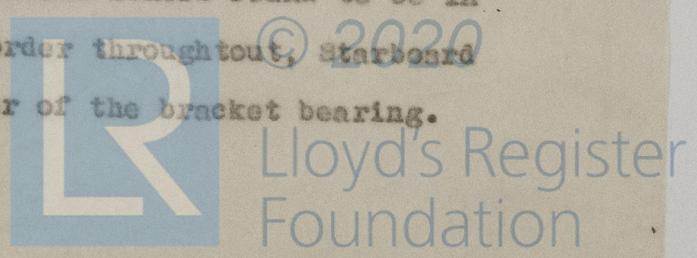
Lubricating oil coolers examined and found to be in bad order.

New tube plates and tubes fitted. Tested to 50 lbs. water pressure and found to be tight.

Air starting tanks opened, cleaned out, examined and found to be free of pits and corrosion. Tested to 37.5 atm hydrostatic and found to be tight. All fittings and piping of these tanks removed, cleaned, and returned. The safety valves are in poor condition and should have all the springs renewed, as the old ones have to be set almost solid to prevent leakage. Instead of blowing freely they only leak.

All plunger blocks of main shafting opened shafts and bearings examined and found to be in good order.

Tail shafts drawn, examined, continuous liners found to be in good order. Port tail shaft in good order throughout, starboard shaft in bad order adjoining the liner of the bracket bearing.



(2nd page)

For a distance of 4 inches from the forward end of the liner the shaft is badly corroded and the diameter reduced from 7.3/8 ins. to 6.7/8 ins. This shaft should be replaced with a new one at the earliest opportunity. There are no spares at all.

To prevent, as far as possible, the further spread of this corrosion, the shaft was thoroughly cleaned and 3 coats of Apexior paint applied.

It was then wrapped with marlin and canvas over the whole length of the bare part of the shaft. The same treatment was given to the port tail shaft.

The bushings were all in good order and no renewals necessary.

The former lignum vitae bushings have been changed to rubber.

Dynamo engine. Bored out cylinder, fitted new piston and rings, new wrist pin, remetaled all bearings, loose connections on armature repaired.

Auxiliary air compressor. Renewed piston rings, new babbitt in main bearings, new wrist pin bushing.

Springs of main engine cylinder safety valves examined and 5 renewed.

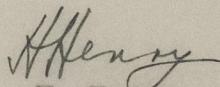
Auxiliary pumps all dismantled, examined, and found to be in good order.

Fuel tanks cleaned inside and outside. All found to be in good order.

The owners had the ship laid up for a thorough overhauling so the opportunity was taken to make a complete examination.

Iloilo, 23rd Oct., 1941.

Fee ₱200.00



H. Henry  
Surveyor for Lloyd's Agents.



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