

Main engine lubricating oil and fresh water coolers.

Generator Engines (2)

The two (2) generator engines were examined over all parts with heads and valves, pistons, liners, connecting rods, wrist pins and bushings, crankshaft and bearings, attached lubricating oil, salt and fresh water cooling pumps, fuel pumps, electric starters, intercoolers, oil filters and governors.

Pumps:-

Examined 2 ballast, 2 fire and bilge, lubricating oil transfer and standby, 2 lubricating oil and 2 cooling water pumps for reduction gears, standby for reduction gear, 2 fresh water, hot water circulating, boiler feed, fuel oil burner and independent bilge pump for pumproom.

Two (2) stage compressors and 2 air receivers for infalting tires to main engine clutches examined and tested.

Pumping arrangements with valves, pipes and strainers, examined, tested and proven in good working condition.

Spare parts of machinery placed on board to Rule requirements.

Electrical:-

All generators and motors removed to shop, armatures removed and baked, commutators skimmed and mica undercut, insulation coated, brushes and holders overhauled, bearings examined and parts renewed as original.

Fittings on switchboards and panels examined and placed in order, insulation resistance on all circuits megger tested.

The 2 generators operated in parallel and separately to Rules requirements, reverse current relays and circuit breakers checked and operated.

Spare equipment supplied to comply with the Rules.

Donkey Boiler:-

The Donkey boiler was examined over all parts with mountings, safety valves, fresh water feed pump and oil burning equipment.

Safety valves adjusted under steam to 50 lbs.

NOTE:- This boiler used for domestic purposes only.

Conversion:-

Two generator engines, Donkey Boiler and switchboard relocated in the auxiliary engine room on the 3rd deck as shown on plans.

New exhaust lines from all engines extend to stack properly secured, lagged for entire length and equipped with silencers.

The 2 ballast pumps relocated as follows:-

One installed in the starboard shaft alley complete with foundation, wiring and piping. Pump connected to sea, engine room, shaft alley bilges and ballast tank.

One pump installed in the forward pumproom connected to sea, fore peak, pumproom bilges, forward cofferdam and ballast tanks Nos. 6 & 7.

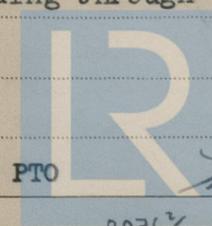
Cargo Pumps & Engines:-

Two new cargo pumps installed in the main pumproom (p&s) driven by two 6 cylinder diesel engines located in the auxiliary engine room, drive shaft extending through the pumproom bulkhead and clutch connected.

Pumps and engines Fairbanks Morse Co.

Type 31A6 $\frac{1}{2}$ -H.P. 175 RPM 720-6 $\frac{1}{2}$ " x 9".

PTO



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Lloyd's Register
Foundation

Rpt. 4b.
Date of writing
No. in Reg. Book.
✓
Built at
Engines made
Donkey Boiler
Brake Horse
Nom. Horse
Trade for work
OIL ENGINES
Maximum pressure
Lean Indicator
Span of bearings
Revolutions per
Rank Shaft, {Sole, Secondary, Auxiliary
Flywheel Shaft
Tube Shaft,
Bronze Liner
Propeller boss
The liner does
two liners are
aft. No
Propeller, dia
Method of reverse
Non-conducting
Cooling Water
Large Pumps
Pumps connect
The cooling water
arrangements
Ballast Pumps
two independent
Pumps, No. and
Holds, &c.
Independent P
all the Bilge
from easily acc
all Sea Com
they fixed suff
they each fitte
at pipes pass
at pipes pass
all Pipes, Coc
the arrangement
compartment
wood vessel, 1
in Air Comp
Auxiliary Air Co
all Auxiliary
provision is
venting Air
Auxiliary Engine
the Auxiliary

Cargo pumps 6 stages centrifugal.
Gear Drive, J

Starting air tanks for Pumping engines, (For four vessels), Pressed steel tank Co. Milwaukee, Wis. LLOYD'S #3195 3196 3197 3199 G.N.
Test 500 lbs. W.P. 250 lbs. 11-16-48.

Repairs Main Engine:-

12 crankpin bearings, one connecting rod and one cylinder liner renewed.
All valve seats machined and valve ground in.
Governors, electric starters, attached lubricating oil pumps, salt water and fresh water cooling pumps removed to shop and overhauled, renewing worn or defective parts as required.
Scavenge blowers removed to shop, cleaned and end seals renewed.
Clutch assemblies and reduction gears opened checked and tested.
Port engine reduction gear astern pinion shaft bearing at aft end renewed.
Engines run for dock and sea trials and proven in good working condition.

Generator engines (2)

Renewed 16 crankpin bearings, 16 wrist pin bushings, one cylinder head, liner and connecting rod. Engines removed to shop and completely overhauled. Crankshafts placed in lathe, checked and polished.
Intercoolers, water jackets, heads and exhaust manifolds chemically cleaned.
Bosch fuel pumps overhauled by the makers.
Attached pumps overhauled and parts renewed as required. All valves resealed.
Engines run in shop, after installing in place and tests carried out to Rule requirements.

Pumps:-

Motor driven fire and bilge (2) reduction gear lubricating oil (2) and salt water cooling (2), standby for reduction gears, ballast (2) fresh water (2) fuel oil transfer, lubricating oil transfer and boiler feed pump removed to shop, completely overhauled renewing worn and defective parts.

All pumps tested under working conditions.
Outer bushings in stern tubes renewed with bronze bushings lined with white metal.

Main engine fresh water cooler renewed.

Four line shaft bearings remetalled, 20 coupling bolts renewed.

A new spare tailshaft placed on board.
Marks LLOYD'S 4033, 12-9-48 M.S.K.
The vessel is equipped with 2 spare bronze propellers. Original Navy equipment.

M. S. K.

