

The forward fillet of the no 6 crankpin and the area around the oil hole was also etched and found sound.

The main engine is a Knupp type crosshead engine, 4 S.C.S.A., having a stroke of 1000 mm. The propeller is 4 bladed, solid and right hand. It is thought that the defect may have been caused by an uneven and excessive wear down of the crankshaft journal bearings.

Final crankweb deflections were as follows ($\frac{1}{100}$ mm)

no 1.	-1	(0.0004)	no 4.	+3.5	(0.0014)
no 2.	+5	(0.0020)	no 5.	-3.5	(0.0014)
no 3.	+19	(0.0076)	no 6.	+4	(0.0016)

It is recommended that no 6 crankpin be examined before the end of September 1952, being considered efficient meantime.

The design of the main engine crankshaft permits the shaft being turned end for end, the no 6 pin now in question becoming no 1.

How done for CONTINUOUS SURVEY.

Examined main engine no 5 crankpin and bearing,
no 6, 4 and 8 crankshaft journals and bearings.

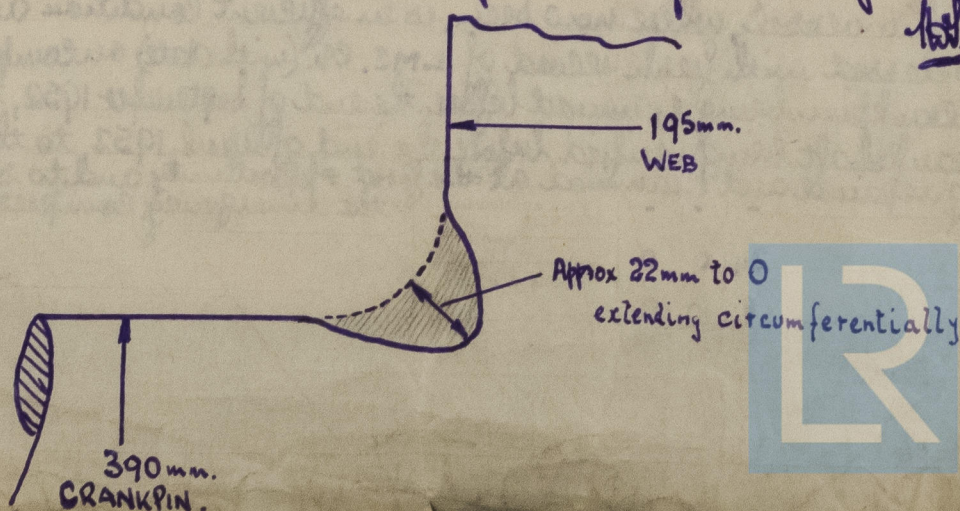
Machinery Generally.

It was observed that the starbd. aft generator engine (Lyotawerkens) was out of action due to the no 3 cylinder being cracked. It is recommended that the no 3 cylinder be repaired and examined at the first opportunity. It was stated the absence of a Trade Agreement between Iceland and Sweden had prevented the Owners obtaining a new cylinder.

The starbd forward generator engine (Peters) was operating satisfactorily. Crankshaft deflections taken from the port generator engine (Atlas) were on the top limit and it is recommended that the alignment of the crankshaft be verified before the end of April 1952.

It was observed that there was no spare gear for the emergency Compressor engine (Hercules) (S.S. aft) and it has been recommended that spare gear be supplied.

Owing to a misunderstanding the donkey boiler was not prepared for survey as requested. Examined under steam the boiler appeared satisfactory meantime. The Chief Engineer stated that the boiler would be submitted for survey at the first available port.



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