

FOUND, continued: ^{pieces} broken out of upper section of packing ring. The piston wedged over to the Port side of cylinder, piston rod apparently bent. Two after main bearings stated to have run hot after converting to single engine. Turning gear spur wheel loose on crank shaft, worn wheel threads part broken and its bracket gear loose. Port side lugs of the forward and after shoes of thrust found broken.

AUXILIARY PUMPS: The Ships Engineer stated that trouble had been experienced with the general service and auxiliary feed pumps, and that they had been unable to pump bilges or feed the boiler satisfactorily.

The general service pump was found knocking & clattering heavily when inspected while pumping on engine room bilges. Wood plugs were found inserted in two holes in the suction & delivery valve chest of the auxiliary feed pump.

NOW DONE: MAIN ENGINES:

H.P. piston drawn and examined, threads recut in gimble ring bolt holes and new stud bolts of increased diameter to suit same, fitted; gimble ring and both sections of packing ring renewed; spring refitted to piston and adjusted to cylinder.

Piston rod drawn, tested and found bent at cone; rod now straightened and skimmed up; neck and gland bushes drawn and renewed to suit skimmed rod; gland repacked.

H.P. cylinder and cover examined; relief valve on cover examined and replaced.

Top and bottom end bolts of H.P. engine annealed and examined.

Main bearings opened up and together with crank shaft journals and H.P. crank pin examined; the brass top halves of main bearings found abraded, now dressed up, oilways recut and bearings replaced. (see deferred recommendations).

H.P. piston valve & steam chest, also L.P. slide valve & steam chest examined & found satisfactory.

Hand turning gear spur wheel removed, halves let together and refastened secure on crank shaft together with adjusting set pin; worm wheel threads built up and machined; worm bracket gear overhauled.

THRUST: Broken off lugs of the forward and after shoes welded to shoes, shoes refitted. General service pump water end opened up and plungers drawn for examination. Plunger packing rings found worn and chambers oiled; as a measure of repair, the packing rings now split & pinned out to make tighter fit in chambers. Joint of suction valve chest carried away, now renewed. Steam piston & rings examined; one ring found broken and one missing out of starboard piston, both rings of port piston worn; all four rings now renewed. Crosshead set pins made good. Auxiliary feed pump dismantled; holes in side of suction & delivery valve chest welded up; pump reassembled and pipes rejoined.

On completion, the G.S. pump and Aux. feed pump were tested on all bilges & boiler and found satisfactory.

DEFERRED REPAIRS & RECOMMENDATIONS.

At the examination, the main engine crank shaft journals were found somewhat roughened and water marked, the shaft not apparently bearing on the bottom half of the after main bearing, and bearing hard over bodily against the starboard side of all the main bearings.

A number of the holding down bolts were tested and found apparently in order, but one bolt at the forward end, starboard side, was found broken.

At the steam trial of engines after repairs at Cork, the crank shaft was found throwing heavily from side to side in the bearings and it was found necessary to make further adjustments to the top halves of bearings to place same in a satisfactory condition for the voyage across channel. (See follow-up)

STEEL. SE. SM. "Lvy TOWN"

DEFERRED REPAIRS & RECOMMENDATIONS, continued:-

It seems apparently that the crank shaft is either out of line or the main bearings are badly worn, or the bedplate is working, and it is consequently recommended that the crank shaft and bearings be made good and all put into alignment, bedplate holding down bolts being dealt with as required and one broken bolt renewed at Appledore.

*It was also noticed that the thrust shaft rings appeared to be bearing only on toes of the thrust shoes. *It was found necessary to fit an additional 3/8" thick liner under the the thick ^{foot} of H.P. connecting rod to prevent piston fouling the bottom of cylinder, and these liners is over 3/4" now.

H.P. PISTON ROD: While this rod was being skimmed up in the lathe at Cork, a long red mark was found in same; the mark apparently commenced at 1" above the shoulder of cone and travelled almost straight down the rod for about 15 1/2" inches. The ends of this mark have been centre pipped, and while it is considered that the rod is in safe working condition, it is also thought prudent to have it further examined after the voyage across channel from Cork.

GENERAL SERVICE PUMP: To place the water ends of this pump in good order, the chambers should be bored out and plungers dealt with as required to suit same.

SPECIAL SURVEY OF MACHINERY.

At the Owners request, it is recommended that the present examination of the H.P. cylinder & piston (ex piston rod), steam chest & piston valve also the L.P. steam chest & slide valve be approved as part of the Special Survey of machinery now due and recommended to be held at Appledore.

TO COMPLETE THE SPECIAL SURVEY OF MACHINERY.

With the exception noted above, all the requirements of the Rules for the Special Survey of machinery requires to be complied with.

A copy of this report and Interim Certificate is being forwarded to the Surveyors at Cardiff for attention. Vessel sailed from Cork on the 6th December 1931 for Appledore.

William T. R. Beatty.

General Committee,
Thursday, 25th August, 1932.

NOTED FOR PORTLAND
CHASING COMMITTEE'S
decision confirmed
as



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