





Daily service oil fuel tank, Starboard.

Two cooling water pumps and their motors.

Main Engines tried under working conditions.

WEAR AND TEAR REPAIRS:-

Starboard Main Engine:-

Top half No.5 bottom end replaced by spare.

No.3 Cylinder liner and replaced by spare.

Port Main Engine:-

No.5 crosshead bearings, bottom halves remetalled and pins skimmed up.

The port main engine crank shaft was found completely fractured at No.7 journal (from forward) adjacent to the web of No.6 crank. The after crank shaft was removed, numbers 5,6,7 & 8 bottom halves main bearings remetalled. The bearings were found good but remetalled in order to suit the spare crank shaft. The spare shaft has now been satisfactorily fitted; coupling bolts of both coupling ends renewed.

The thrust shaft and six plummer blocks adjusted and the shafting lined up.

The Underwriters requested an investigation and report as to the cause of the damage to the port crank shaft and a copy of that report is enclosed, also photographs of the fractured shaft.

Starboard Crank Shaft.

A number of fractures were found in No.4 journal (from forward) in way of the cam shaft gear. The forward crank shaft was removed and a new coupling end shrunk into the web (forging report attached). Forward crank shaft replaced. No.3 bottom half main bearing remetalled and shaft satisfactorily bedded. Coupling holes reamered through and new bolts fitted.

On completion of the repairs the port and starboard main engines were tried under full working conditions at sea and found satisfactory.

At the request of the Owners the broken port shaft is being returned to Copenhagen for further investigation.

The fractured journal of the starboard shaft is also being returned.

A plan showing the position of the fractures to the port and starboard crank shaft is attached.

To complete the LMC:- the remaining requirements of the Rules to be carried out.

It is stated that this will be done at Copenhagen.