





L.M.C. & N.E. (Continued) & auxiliaries

The following pumps, have been supplied new & satisfactorily fitted in the vessel.

- One Drysdale Fresh Water Circulating Pump (Motor driven) N<sup>o</sup> 18580.
- One Drysdale Salt Water Circulating Pump (Motor driven) N<sup>o</sup> 18578 & 9.
- Two Stothert & Pitt Lubricating Oil Pumps (Motor driven) N<sup>o</sup> 53762 & 53764.
- One Weir's 3 stage Tandem type Air Compressor (Steam driven) N<sup>o</sup> 183515.
- One auxiliary condenser, one oil cooler, one fresh water cooler, one feed heater.

The Port & Starboard main Air Reservoirs examined internally & externally together with mountings, safety valves, doors & found in good condition.

The Port For. & Aft Oil Fuel Settling Tanks examined internally & externally together with mountings & found in good condition.

The Windlass was completely overhauled & a new cylinder block fitted.

The Steering Engine & Hel. Shaw Pump Unit overhauled by the makers.

The Intermediate shaft & main engine bedplate were renewed at this time, to suit a new engine & it is recommended that the special conditions regarding these items should now be deleted.

D.B.S.:- Port & Starboard Donkey Boilers examined internally & externally together with mountings, safety valves, doors & all found or placed in good condition. Safety Valves adjusted under steam.

Wear & Tear repairs:- Starboard Boiler:- All plain & stay tubes found corroded, now renewed. The Front End Plate in way of the check valves found corroded, plate now built up with E.W. to original thickness. Flange of the bottom manhole door built up with E.W. & refitted.

Port Boiler:- Inboard furnace renewed by the Owners. All plain & stay tubes found corroded, now renewed. The Front End Plate in way of the feed check valves found corroded, plate now built up with E.W. to original thickness. Nine screwed stays between the furnace renewed.

On completion of repairs the boilers were hydraulically tested to 150 LBS/SQ. IN. when they were found tight.

Jas. Stevenson.

Electrical Installation:-

The following modifications & repairs to the electrical equipment were carried out at this time.

The 66 K.W. Allen Generator N<sup>o</sup> 68204/1 driven by diesel engine, has been replaced by two 33 K.W. Sunderland Forge generators driven by steam engines & rated at 220 volt 150 amp. 640 A.P.M. compound wound, serial N<sup>o</sup> G 3130 & G 3132. The generators are controlled by two triple-pole circuit breakers, fitted with reverse current & overload trips with time lags & can be operated in parallel with the remaining 66 K.W. generator. as shown on approved plan Dr. N<sup>o</sup> G.L.S/6273A dated 28<sup>th</sup> Aug. 1944.

All fittings & wiring in engine room renewed including new switchboard; engine room aux. motors overhauled; 2 new lub. oil pump motors fitted complete with starters; Steering gear motor overhauled main cables renewed; Four additional 2 H.P. motors fitted for boat winches & all necessary repairs to lighting, echo sounding & D.C. circuits effected.

On completion of the above repairs, generators, circuit breakers tested under full working conditions, all circuits megger tested & with the exception of the governing of the 10 K.W. Auxiliary lighting generator, all was found to be in good order, arrangements were made to have this item attended to at earliest available opportunity.

This equipment is now in my opinion in good order & safe working condition.

J. C. Wainwright



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