

S.S. "MARITIMA" NO 1 DAMAGE NO 1 GENERATOR ENGINE (CONTINUED.)FOUND.RECOMMENDED.

Lubricating oil dirty & impregnated with BE bearing metal. Oil system to clean, recharge, and test
Generator to test to ensure that engine not over-loaded

NO 2 DAMAGE. NO 2 GENERATOR ENGINE.

Chief engineer stated that when examined on 24th Sept. 1942 (at sea) found oil pipes displaced and checked and bottom end and main bearings run. Spare bottom end and main bearings then fitted and oil pipes cleaned and refitted. Machine was then tried under working conditions but not found satisfactory, however it was able to be run on DE GAUSSE load only until vessel reached SYDNEY, N.S.

FOUNDRECOMMENDED.

Bottom end brasses run & crank pin slightly scored. New bottom end brasses to be fitted & crank pin dressed.
Main bearing journals slightly scored. Spare top and bottom end & one main bearing brasses to be supplied.

Lubricating oil dirty and impregnated with BE bearing metal. Oil system to clean, recharge, and test.
Generator to test to ensure that engine not over-loaded.

The above was carried out as recommended in both cases and found satisfactory and both machines afterwards tested under working conditions and found in order.

NO 3 DAMAGE. FORD STARRD BOILER.FOUND.RECOMMENDED.

Starboard wing furnace collapsed. Furnace to be renewed (spare on board).
Port wing furnace depressed approx. 2 1/2 inches. Furnace to be jacked.
Both low furnaces depressed approx. 1/2 inches. Furnaces to be jacked.
Compensating rings of all four furnaces adrift. Compensating rings to be repaired & refixed.
Several loose tubes in each C.C. leaking. Tubes to be expanded as required.
Tube plate and adjacent wrapper plate of Starboard wing C.C. wasted in parts at bottom. Tube plate & wrapper plate to be built-up as required with electric welding.
Miscellaneous wrapper plate seams leaking on C.C.'s. Caulking and welding as necessary.
2 defective tubes starboard high & 3 starboard low furnaces. Total of 5 plain tubes to be renewed.
Starboard low furnace leaking at front & wasted line of fire bars. To be electric welded as necessary.
Internal feed pipe defective. To be renewed.
Miscellaneous C.C. stays leaking. To be caulked as required.

Above repairs carried out as recommended and found in order, boiler tested to 220 lbs hydraulic pressure and found tight.

ADDITIONAL BOILER REPAIRS.

AFT STARRD BOILER. Compensating rings on two furnaces re-welded and internal feed pipe renewed.

FOR^W PORT BOILER. Compensating rings on all four furnaces part re-welded.

AFT PORT BOILER. Compensating rings on two furnaces part re-welded and 17 C.C. stays welded.

NOTE. Chief engineer stated that "fit of crank journals and pins" (as per S.R. List 6, 42.) had been recently examined in the U.K. and having been found in order the boiler pressure was re-instated either to 200 or 220 lbs/g - but no certificate for same seen. In view of this, and the general extent of above repairs, it was considered expedient to again reduce the W.P. to 180 lbs and the safety valves have now been adjusted accordingly. Reduced W.P. to be effective until annual boiler survey held.