

Steel S. S. "SVAVA"

one made of cast iron, now examined and found good.

The propeller shaft coupling bolts renewed.

The seaconnections removed from the ship's side - the shell plate renewed and repacked with new fastenings.

The main injection valve, which was found cracked in the flange replaced by a new one.

The seaconnections and their fastenings examined and found good.

Part Special Periodical Survey.

The vessel's machinery was prepared for Part Special Periodical Survey and the following repairs were effected.

The crank shaft stripped and lifted and all the main bearing bottom brases refilled with new white metal. The shaft bedded down again, and the centre of the shafting adjusted examined and found good.

All the crank pin brases, the H.P. eccentric straps, top halves, and the thrust horse shoes on the ahead side refilled with new white metal.

The H.P. slide valve spindle renewed, neck- and gland bushes bored out, the H.P. slide valve spindle skimmed over, neck- and gland bushes renewed.

The feed- and bilge pump plungers skimmed over, neck- and gland bushes renewed.

The seat of the aftermost feed pump suction valve renewed.

The air pump valves and studs renewed.

The ballast pump replaced by a new one of same size as the old one "Punka" duplex 150 mm x 200 mm x 150 mm.

The main steam pipes annealed and tested by hydraulic pressure to twice the working pressure examined and found good.

The steam steering engine taken to the shop and totally overhauled.

The slide valve spindles and the chain wheel with shaft renewed.

2 screw stays renewed in the back plate of the starboard combustion chamber of the port boiler.

4 screw stays renewed in the back plate of the port combustion chamber and 9 bolts in the starboard combustion chamber of the starboard boiler.

The edge of the bottom man holes built up by electric welding and the doors refitted in the holes.

Minor leaky places on the lower part of the aftermost circumferential seams caulked.

The collision chocks renewed.

The lower terminal valves for the water gauges replaced by new quick closing valves (approved as per the Secretary's letter E dated 2nd February 1926).

The lower pipes renewed.

The seats of the main- and auxiliary steam valves renewed.

The crank- thrust and intermediate shafts stripped examined and found good with bearings brases and bolts.

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The cylinder- and slide valve covers lifted, junkenings of pistons removed and slide valves drawn.

The cylinders, casings and covers, pistons and rods, slide valves, faces and spindles, guides, crossheads, connecting rods with brases and bolts, eccentrics and rods, reversing engine and levers with fastenings and connections examined and found good.

The air- circulating- feed- bilge- ballast- and donkey engine pumps with their buckets, valves and connections examined and found good.

The condenser tested examined and found good.

The bilge injection valve, tank- and bilge suction pipes, valves and rods examined and found good.

The steam steering engine and the steam windlass examined and found good.

Examined internally and externally the two main boilers and found them with safety valves, manholes and doors, steam pipes and mountings in good, efficient and safe working condition.

S.M.