





Main engine: Crankshaft lifted. Forward half of Port crankshaft (solid forged) which was found cracked in way of forward web of No 3 crank replaced by a new semi built one (approved 11/6/28). All main bearings dismantled and shaft brought in true alignment. All crossheads skinned up and top end brass dismantled. 3 Forward bottom ends of Port engine and No 5 dismantled. All liners, pistons and piston rods renewed. (the piston rods were found to have cracks in way of flanges.) Port engine 3 cylinder cover. No engine 1 cylinder cover renewed. all valves dressed up. The H.P. compressor cylinders of both main engine renewed. all pistons, valves and inter coolers thoroughly overhauled.

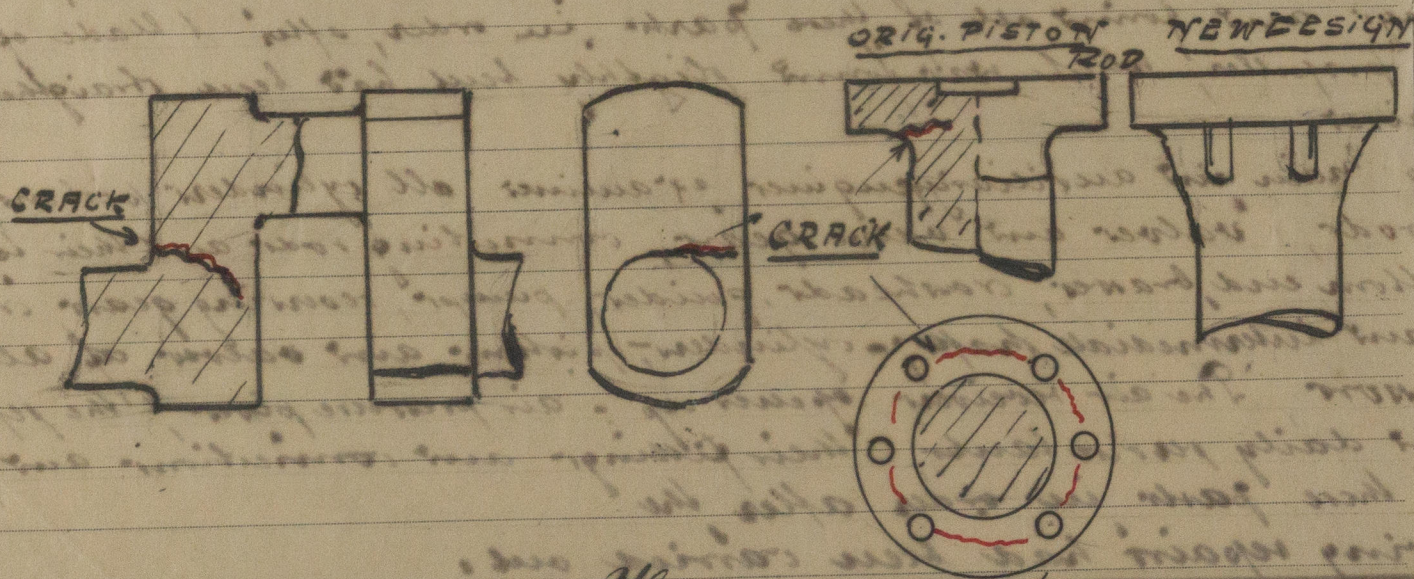
Aux. Diesel No 1 + 2. all main bearings dismantled. valves, compressor and inter coolers thoroughly overhauled.

Aux. Diesel No 3 taken to shop. Fed plate & crank casing renewed. all bearings dismantled. counter weights renewed and properly secured. cylinder liners replaced by new ones. valves and valve gear - lubricating arrangements thoroughly overhauled. valves of air compressor. also pistons dressed up.

All bilge - oil transfers - lubricating & air ballast pumps generally overhauled, also pumping arrangements.

Upon completion of repairs machinery examined under full working and manoeuvring conditions and found in order.

D.B.E. Examined the Donkey boiler internally and externally its mountings, manhole. hand holes and door and found in order. under steam found this Donkey boiler tight and its safety valve adjusted to 100 lbs. per sq. inch.



Hamburg 12<sup>th</sup> August 1928

Friedrich J. M.

St. 907 due 3. 29 - Now held on machy.

Extensive machinery repairs effected.

Not held

It is submitted that this vessel is eligible for THE RECORD.

+ L.M.C. 7.28

D.B.S. 7.28

without spl. restriction.

20/8/28.



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