



and the main and auxiliary condensers tested to Rule requirements and all refitted on board as part of the new installation. Two new Foster Wheeler Water Tube boilers supplied and fitted as per Rpt. 5 c and examined throughout during installation and under full working conditions. A reciprocating, triple expansion engine 24 1/2" x 41 1/2" x 68" x 48" stroke, built by Hoovert, Owen, Rentschler Co., Hamilton, Ohio, U.S.A. in 1919, and stated to have been previously unused now installed, the installation carefully carried out, all parts thoroughly examined, alignments checked and machining and refitting carried out as necessary during erection on board. The H. P. cylinder now fitted to this engine is new (Marks LLOYDS TEST 300 lbs. 11-3-42 GD), the I.P. cylinder is stated to have been removed from S.S. "PADEREWski", 4426 gross tons of Gdynia, now repaired by the brazing of fractured bolt hole in the lower flange of valve chest. The L.P. cylinder is stated to have been removed from S.S. "PAN GULF", 5599 gross tons of Wilmington, Del. and has been repaired by the brazing of fractures and fitting of liner as per the attached sketch. After installation on board this cylinder was bored in place to a finished diameter of 68" and tested to a hydrostatic pressure of 30 lbs. per square inch and found satisfactory. The main engine crankshaft now fitted is apparently from S.S. "PAN GULF", rebuilt in January 1941 under the supervision of the American Bureau of Shipping (please see attached Rpt. 10). The recommendations contained in these reports have been carefully carried out and, in addition, all crankshaft journals machined true, all main bearings remetalled, bored in place to new crankshaft diameter, the shaft carefully bedded in and the alignment and web gap readings checked and found good, Upon completion of machinery trials the repairs to the L.P. and I.P. cylinders and the main engine crankshaft journals, crankpins and webs were examined and it is considered that these items are satisfactory for the present.

The original spare tailshaft removed from the vessel, examined, tested in lathe, found in order and replaced on board as spare. A new tailshaft having a continuous liner for the full length of the stern tube, made and fitted (Marks LLOYDS 3791 J.V.C.M. Nov. 30 - 42) (now added Jan. 6 - 43 RL). To retain the original length of the tailshaft with new engine an intermediate shaft with pedestal bearing fitted between thrust and tailshaft.

Electrical:- Three new electric light engines and generators with new switchboard and circuits installed as per Rpt. 13. All original circuits examined and megger tested throughout and all placed in good condition.

Vessel fitted with DeGaussing and all tested out upon completion.

S. R. List:- Forward crankweb of H.P. engine to be examined specially by 9,42 (6 mos. limit)

Done:- This crankshaft now destroyed. The item may now be deleted.



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