



of alignment being down a sixteenth of an inch ( $1/16''$ ) full on No.1 Bearing (the forward bearing) and one thirty second of an inch ( $1/32''$ ) on No.2 Bearing, the remaining four (4) bearings were approximately correct. The bolts in aftermost coupling (to which the turning gear is attached) were removed examined and found in good condition. The bolts in the slack Coupling were badly corroded and pitted and these actions have apparently caused their fits to slacken in the forward half of the coupling (the nut end) but they remain fairly good in the after half. Some of the bolts had old deep flaws in them and the fractured surfaces resembled tool steel being very close and even in the grain. The bedding faces of the slack Coupling were very badly pitted apparently caused by the sea water used on the Low Pressure Eccentrics finding its way through the bolt holes or between the faces themselves.

I recommended the re-aligning of the main crankshaft the fairing of the pitted bedding faces of the slack Coupling by filing them up in place, the reamering out of coupling bolts holes to largest size and the fitting of a complete set of new bolts (6) and the providing of a new spare set (6) of fitted bolts. On completion of repair Main Engine to be given a test run of a quarter of an hour at half speed and a quarter of an hour at full speed in my presence, either alongside wharf or in Wellington Harbour, before proceeding on her contemplated voyage to Corral, Chili.

The repairs and tests were carried out to my satisfaction and and the main engines of this vessel are now in good condition.

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