

L.M.C.

Vessel placed in drydock.

Propeller, sterntube and oil gland and outside fastenings examined. Wear down as above. Sea valves and cocks opened up and examined, found or placed in good order.

Screwshaft drawn inboard, cleaned and examined, found badly grooved approx. 6" from large end of taper on body of shaft in way of defective oil gland, now renewed (see damage repairs above).

All cylinders, pistons and rings, slide valves and rods, guides, crank, thrust and intermediate shafting and bearings, pumps, dynamo engine, condenser (tested) also the valves, cocks, pipes and strainers of the pumping arrangements all examined, found or placed in good order.

Boilers examined in their entirety, together with safety valves and principal mountings, all found or placed in good order.

Boilers examined under steam and safety valves adjusted to the above stated pressure on the 15th of December, 1953.

All accessories (Cir. 1748) tested under working conditions, controls for fuel and steam smothering systems examined with valves and oil discharge pipes etc, and found satisfactory.

All steam pipes over 3" bore supplying essential services at sea stripped of 1" and hydraulically tested to double the working pressure. Watertight door in Engine room tried and found satisfactory.

Electrical equipment examined and tested as required by the rules, and left in good order.

Machinery tried under working conditions on completion and all left in good working conditions.

REPAIRS EFFECTED. Please see damage repairs above, also

Main engine HP engine. - piston valve liner rebored and two new valve rings fitted. Cylinder rebored, and piston hood renewed with rings. Crosshead pins machined. Bearings re-metalled. Guide shoe re-metalled. Piston rod skimmed and packing renewed.

MP Engine:- Valve chest false face machined and refitted, slide valve skimmed. Crosshead pins machined, bearings re-metalled. Bottom end bearings, both halves re-metalled. Piston hood and rings renewed. Piston rod skimmed and packing renewed.

LP Engine:- Valve chest false face machined and refitted, slide valve skimmed. Piston rings renewed. Piston rod skimmed and packing renewed.

WINDLASS:- Valve cylinder rebored and two new cast iron piston valves fitted.

Control valve chest rebored and new cast iron control valve fitted.

Crosshead pins and brasses renewed. Guide bars skimmed and new bronze bushes fitted to crosshead blocks. Driving shaft renewed.

STEERING ENGINE:- Both cylinders rebored and new cast iron pistons with rings. Piston rods renewed. Both valve chambers rebored and two new cast iron piston valves fitted. Valve spindles renewed.

Condenser 400 tubes renewed. Tested on completion.

Starboard boiler:- Inboard feed check valve renewed.

Port boiler:- Blow down valve renewed complete.

Propeller:- Spare fitted.

Attached main engine air pump liner rebored, bucket ring renewed.

Dynamo engine:- Cylinder rebored, piston and rings renewed. Valve chest liner rebored and piston valve renewed. Crosshead bearings re-metalled.

Independant feed pump water ends rebored, buckets and rings renewed, neck and gland bushes to suit.

OIL FUEL CONVERSION ENGINE:-

This vessel has now been converted to burn oil fuel in accordance with the approved plans and Secretary's letters.

Oil fuel is to be carried in Nos. 1, 2, 3 and 5 double bottom tanks and two set tanks constructed ~~tanks constructed~~ in way of original side bunkers.

The unit is a Duplex unit by Todd Oil Burnes Ltd, and is installed on a steel seating on the centre line of the stokehold against the bulkhead.

A drain pipe is led from the tray to the oily bilge. The fuel pumps are arranged to draw from any fuel tank through suction strainer, and to discharge through heaters and filters to boiler fronts. Quick closing valves are fitted when required. Oil return line fitted with Master shut off valves. One unit pump acts as auxiliary transfer pump, so arranged that it can independently draw from any fuel tank and discharge to oil main whilst other pump is supplying oil to burners. All drains led to observation tank. Oil fuel transfer pump, with necessary valves and pipes, installed, capable of drawing from any double bottom tank and discharging to settling tank, also to draw from any oil tank, oily bilges and cofferdams and discharge overboard.

Heating coils fitted around the suction of all double bottom tanks, in addition in the settling tanks the heating coils extend the length of the tanks.

All tank heating coil drains led to observation tank.

All heating coils tested hydraulically to 400 Lbs. per square inch.

A separate starting up unit supplied with necessary connections.

All coal burning fittings removed from boilers and new fronts fitted, and funnel damper removed.

Drip trays fitted under each burner.

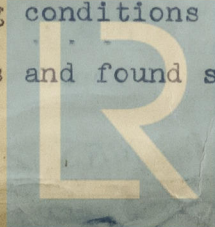
Quick closing valves, and valves operated from deck for steam and oil lines, installed as necessary.

Steam smothering installation provided, also sand and chemical fire extinguishers.

Steaming out connections fitted to all oil tanks.

On completion the installation was tried under working conditions and left in good working order.

Steam smothering system tried under working conditions and found satisfactory.



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