



Contd.

Note: 2: - An auxiliary starting air receiver has been placed in position in the engine room (port side). This receiver has not been tested as required by the Rules and has not, at this time, been connected to the existing starting air pipe lines.

Electrical: -

The fittings on all main and sub-distribution switchboards and boxes examined and found to be in an efficient condition and not over-fused.

Electric cables examined as far as practicable, including the refitting of new cables to the refrigeration installation brine pump motors and the new cable fitted in the new crews' accommodation in the poop space.

An insulation resistance test has been carried out on the generators, cables, heaters, fittings etc. and the resistance found to be or now placed at not less than 100,000 ohms.

The prime movers (diesel motors) of the electric generators have been opened out and examined in their entirety including, cylinders, pistons, valves and valve gear, connecting rods, gudgeon pins and bushes, both end brasses, the crankshafts and all main bearings.

All electric motors driving essential auxiliary machinery, including the steering gear, have been examined and found to be or now placed in good order.

All generators, four (4) in number have been run in turn, all main switches and current breakers operated under working conditions.

Note: - The electrical circuits installed in the newly built crews' accommodation in the poop space are not in accordance with Rule Requirements. The electric cable used is such as was approved as a war time measure Germanischer Lloyd, and the appropriate German Government Department, but it is recommended that the new installation be further examined and dealt with as found necessary upon vessel's arrival in the U.K.

The main and all auxiliary machinery including the steering gear have been examined under full working conditions with satisfactory results.

It is considered, as a result of the foregoing survey of the main and auxiliary machinery and all fittings and connections, also the electrical installation, that this vessel's machinery is in good condition, the spare gear to Rule Requirements and in good condition, and that it is eligible to be classed L.M.C. in the Register Book subject to items mentioned in the Recommendations over leaf.

*R. C. Mitchell*

The following drawings are being despatched under separate cover: -

1. Scavenge pump crank shaft.
2. Main engine crank shaft.
3. Shafting.
4. Starting air lines.
5. Bilge and ballast pipe plan.
6. Alteration of Ballast pipe line.



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