

Valve gear and telescope pipes removed and examined.
Crankshaft removed to shop, tested in lathe for truth, subjected to magnaflux test for fractures and found good.

All crank shaft journals and No. 3 crank pin skimmed up.

Cracks in bed plate repaired by the metalock process.

Magnetic coupling disconnected.

Forward port and aft port and starboard main engines:-

All holding down bolts and tie rod nuts hardened up.

Overspeed governors and governors for prime movers removed and sent to manufacturers, completely overhauled and reinstalled.

Magnetic coupling for after port engine megger tested and placed in good order.

No. 2 cylinder head and piston of after port engine removed for examination, found in good order and replaced.

Upon completion of repairs, the forward and after port and the after starboard engines given a dock trial and governors found not tripping at correct speed. Engines subsequently given an all day sea trial, governors adjusted by manufacturers representative and proven in good order.

A new cylinder block for forward starboard main engine was not available. It being the intention of the Owners to have the vessel proceed to an Italian port for extensive alterations, their request that repairs to forward starboard main engine be carried out at the same time is considered reasonable.

Mr.

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