





Boiler feed pumps and injector, the air pumps, the fuel oil pumps, the emergency air compressor - The condenser (tested the valves, cocks, pipes and strainers of the pumping arrangements, the windlats and steering gear - Steam pipes examined and tested to twice the work pressure and found satisfactory - The starting air receivers and piping have been tested to 130 lbs per square cent.

The 4 Auxiliary engines: All pistons, cylinders, liners, crankshafts, top and bottom ends and guides, main crankshaft journals and bearings and the compressors -

Electrical installation: The electrical installation examined and tested under working conditions, all fittings, cables etc, examined and the general cables, fittings etc tested and insulation resistance found or made not less than 100,000 ohms.

New accommodation has been fitted for passenger lighting cables and fittings and the fitting of an electric baking oven are in accordance with rule requirements - Insulation resistance has been tested on completion and found in order -

A new emergency Diesel dynamo has been fitted on the upper deck and supplies current through a new emergency switchboard - This dynamo has been examined and tested, and is driven by a motor of 45 HP - The installation which has a total output of 30 at 120 Volts was made by Dayton General Motor -

A new emergency pump with a new independent sea injection valve has been fitted between the tunnel and at the end of the tunnel -

DONKEY BOILER: The donkey boiler examined throughout with mountings and found in good condition - Boiler examined under steam and safety valves adjusted - Oil fuel installation examined under working conditions and fire smothering arrangements examined and found in order -

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Rpt. 9a.

Port of

NAPLES

Continuation of Report No. 4309 dated 29<sup>th</sup> November 48 on the "V. LEME"

### Repairs effected wear and tear

Main Motors - Three liners and 2 pistons renewed - All the top end bearings reinstalled - All the piston rings renewed - The driving and pumping gear wheels of the main oil pumps renewed - All cylinders, pistons and valves of the injection pumps renewed -

Auxiliary engine Tosi (Forward port) Two new pistons fitted - Main gear shaft renewed - Loose rivets in the seating of the engine renewed and plates and bars welded in order to further strengthen the seating -

Auxiliary engine Fiat (Port, upper inboard) - One new liner and a new piston fitted - The crankshaft of this engine was found to be twisted at the after end through 14°, no spare shaft was available and the shaft has been removed and annealed - A new shaft has been ordered and will be fitted as soon as available - Meanwhile this generator will only be used in case of emergency -

Auxiliary engine Allen (Port after) All the crankshaft bearings reinstalled -

The crankshaft of the motor air compressor machined and the bearings reinstalled - The emergency air compressor H.P. cylinder jacket and air cooler jacket were found corroded but no spare parts were available at this time - Temporary repairs have been effected by welding the H.P. cylinder jacket and fitting a cement box in way of the leaking air cooler casing - The temporary repairs are considered efficient until new parts, which have been ordered, can be fitted -

Two sea inlet valves renewed (refrigerator pumps and general service pumps) -

All the pumps in the engine room have been overhauled and bearings, pistons, piston rings, valves and their seats renewed as required -

The condenser has been cleaned, repacked and two new water ends fitted -

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The electric plant has been overhauled, the motor of the ballast pump has been rewound, several cables, switches and junction boxes in the engine room renewed - On the completion of the repairs the insulation was tested and found to be more than 100000 ohms - The circuit breakers and main switches have been tested to maximum and minimum load - The electric plant (light and power) fitted in the new accommodation and kitchen of the ship has been tested and found satisfactory -

The windlass, capstan, and winches have been overhauled and their steam pipes have been annealed and tested at double the working pressure -

On the completion of repairs main and auxiliary machinery were examined under working conditions during sea trials and were satisfactory -

SRL Repairs to the windlass have been examined and found in order, it is considered that the repairs are the equivalent of a permanent repair and that the item may now be removed from the SRL -

Sanitary injection valve renewed -

Machinery spare gear completed -

It is recommended that these two items be removed from the SRL -

The vertical DB still remain in the ship but has not been repaired and is not to be used -

Obvols F.N. Suttle



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