

S.S. "EMPIRE ANNAN" (Ex. Masuren) (machinery).

The economiser was tasted hydraulically and one pipe found cracked and leaking was by-passed. A special header was fabricated and fitted, the whole system was then tested to 460 lbs per sq. inch and found satisfactory.

Superheaters.

All elements were removed ashore examined, tested and replaced. Header faces in way of joints were machined and studs renewed where necessary. The superheater safety valves require further adjustment under steam, and this will be carried out at the first opportunity.

Main Engine & L.P. Turbine.

No labour was available to carry out any examination (see letter 2nd August, 1945).

Auxiliaries.

15 K.W. M.A.N. Generator was overhauled. The crank shaft was removed ashore, pins were ground and bottom ends retailed.

New gudgeon pins and bushes fitted. Coupling bolts were renewed.

65 K.W. M.A.N. Generator opened up for examination. The timing wheel found slack was renewed. (Ships spare being fitted). Pistons were bored out, gudgeons and bushes renewed. No.3 bottom end was retailed.

75 K.W. M.A.N. Generator, nothing was done at this time to the machinery but was tried out under working conditions and appeared to be satisfactory.

Both independent steam feed pumps were removed ashore for overhaul. Ridges were ground off the top of steam cylinders. New bucket rods fitted, buckets built up and water ends bored out, suction and discharge valves overhauled.

Electrical Survey.

Steering gear armature and commutator wire repaired.

The starting control to windlass motor was overhauled.

Minor repairs were carried out to wiring and fittings and ammeter and voltmeter were calibrated.

The insulation resistance of all circuits was measured and found to conform to feed requirements.

The cargo electric cranes were tried out and found satisfactory.

This equipment is now in my opinion in good order and safe working condition.

The main engines and auxiliaries were tried out under working conditions, a mooring trial being satisfactory (see letter 10th August, 1945.).

John E. Gibbon
for self and S.D. Broad.



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