

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Yes, (see attached)

Engine parts, when referred to by numbers, should be counted from forward.

The Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Complete

More Done: No work done in drydock remaining

4 E

by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SELS NAME

OAKBY.

REPORT

Nwc. No. 107345.

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

(The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement.) - Extract from Sub-Committee's Report, 24/5/92.

of Survey

REPAIRS-TO-ENGINES-AND-BOILERS-DUE-TO-DAMAGE-THROUGH-

LMC due 9,51 now held.  
BS due 12,50 also held now.

Docking. Main injection pipe rebrazed.

The main engine crankshaft removed from the vessel, tested in lathe and reconditioned, all journals and pins renewed and all bearings remetalled. Thrust block reconditioned at Makers' works. HP valve chamber rebored. Main and auxiliary engine parts renewed and several bearings remetalled.

A large number of plain and stay tubes and screw stays renewed in boilers. Wastage of boiler parts built up by electric welding.

Electrical installation reconditioned, wiring and fittings part renewed.

Alteration: Conversion to oil fuel burning.

Installation in accordance with approved plans, the Rules and Cont/

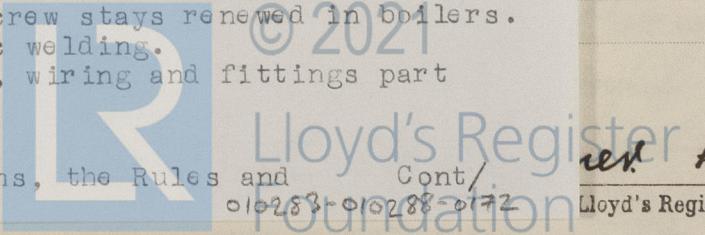
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FRI, 23 JUN 1950

Committee's Minute

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-2-

Secretary's letters.

IT IS SUBMITTED THAT THIS VESSEL  
is eligible for the Record

⊗ LMC 5,50

"Fitted for Oil Fuel 5.50, F.P. above 150° F."

JM

15.6.50.



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Lloyd's Register  
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