





Now done for L.M.E. CS:- Main engine, examined all cylinders, covers, valves and valve gears, vertical drives and camshafts, liners, pistons and rings, piston rods, crossheads, guide shoes and guides, crosshead pins and top end bearings, connecting rods, bottom end bearings and crankpins, all main bearings and crankshaft journals, bedplate and holding down bolts, thrust block, shaft collar, pads and bearings, intermediate shaft and bearings, scavange pump, fuel pumps and all attached main engine driven pumps, and all found or now placed in good order.

Examined the forward and aft 2 cylinder aux. generator engines and the 10 KW steam driven aux generator engine in their entirety, the forward and aft aux. air compressors in their entirety, the start starting air receiver together with all mountings, the original flask air bottles (on Eng Rm forward bulkhead) examined internally and all found in order.

The following auxiliary machinery examined in its entirety, the ballast pump, the general service pump, the aux. condenser circ. pump, the 2 boiler feed pumps, the 2 salt water circulating pumps, the 2 H.P. - 2 L.P. lubricating oil pumps, the stand-by lub oil pump, the stand-by F.W. circ. pump, the 3 fuel valve cooling pumps, the transfer and fuel oil pressure pumps in Eng Rm and the transfer and ballast pump in the 2nd Pump Room.

The starting gear examined complete and the Willans examined in its entirety and all found or now placed in good order.

Aux condenser examined and tested, main steam pipes examined and tested.

All pumps & pumping arrangements examined and found in order.

Electrical Equipment:- Examined all dynamos & motors together with their control gears and cables etc and circuit breakers on the 2 original oil engine driven 65 KW generators tested for overload & reverse current trips and found to operate satisfactorily, the electrical system examined throughout and all main & sub circuits tested for insulation resistance and all found or now placed in good order.

Repairs:- Main engine crankshaft removed from ship to the works of Messrs S.I.A.C. and No 6 crank throw previously found cracked in way of crankpin at Algiers now removed, shaft magnaflux tested and found also No 6 crankshaft journal also fractured now renewed, Right 6 covering the repaired shaft attached herewith.

After the above repairs the complete shaft was placed in the lathe and all journals and crankpins lightly skimmed to standard size, all main bearings re-metalled and crankshaft bedded in satisfactorily and lined up to intermediate and tailshaft.

All bottom end bearings re-metalled and refitted to crankpins, all crosshead pins lightly skimmed and top end bearings re-metalled & refitted to pins, crosshead guide shoes machined and adjusted to guides, connecting rod palms, top & bottom machined. 2 new cylinder liners fitted, 1 cylinder cover and 1 piston now renewed on the main engine, all camshaft & vertical drives overhauled completely, thrust bearings and pads re-metalled and refitted.



Repairs continued:- Forward auxc generator engine, renewed 2 cylinder coops, 2 liners and 1 piston, all bearings overhauled and adjusted; Aft aux generator engine, renewed 2 cylinder liners & 2 pistons, all bearings adjusted. All other machinery refitted as found necessary.

Now done for Alterations:- The cooling medium for the pistons has now been changed to fresh water and 2 fresh water coolers have been fitted on the port side of the Eng Room, the main engine driven bilge pump has been converted for use as the fresh water cooling pump and a stand by pump has also been fitted.

A new air pump has also been fitted to the aux condenser and a new hot well tank fitted.

A second hand 45kW generator set driven by a compound steam engine has now been fitted on board, the engine has been examined in its entirety and the generator and nutting gear have been examined and megger tested and afterwards the set examined under working conditions and the circuit breaker tested for overload tripping and all found in order, Note the aux generator set is not arranged to run in parallel with the 2 original oil engine driven 65kW auxc. generator sets.

On completion of the above examinations, repairs and alterations the main & auxiliary machinery was examined during a short sea trial under working conditions at full load and all found satisfactory and no major defects developed during the trials.

M. Mansfield