

0129-0043

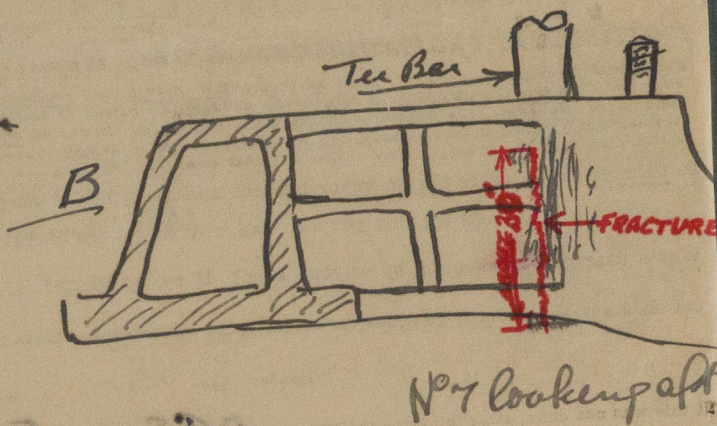
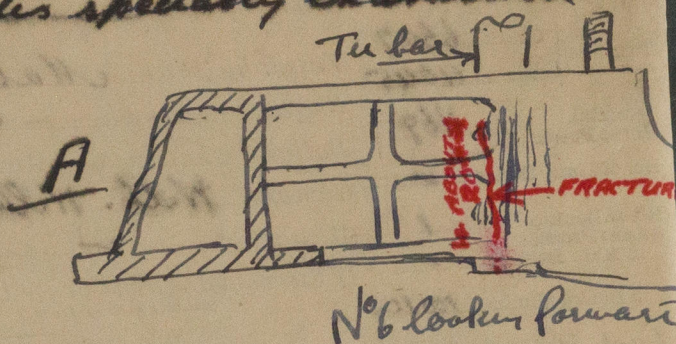


All tie bars of port and starboard main engines hardened up.  
Spare piston stated to have been previously removed on account of  
leakage specially examined and found round (leakage apparently from large  
Main engine bedplates. Port and starboard bedplates specially examined  
and found:-

Port bedplate N°6 bearing bridge fractured on  
after side of box section housing tie bar as  
per sketch "A" and N°7 bearing bridge fractured  
to a greater extent as per sketch "B"  
fractures indicated in red.

Starboard Bedplate fractured at the ends  
of horizontal ribs where the ribbed  
box section joins the box section  
housing the tie bars, fractures  
apparent in the following places:-  
N°2 bridge abait starboard tie bar.  
N°6 bridge abait starboard tie bar.  
N°10 bridge forward of port & starboard tie bars.

The fractures in the starboard bedplate are in  
the ribs and do not extend into the box section.



Repairs Now done.

Port bedplate N°7 bridge reinforced by fitting  
7/8" plates on forward and after sides of bridge the plates  
extending the full width of crank pits with toes bearing  
on bare flange, these plates secured by fitted bolts in  
way of ribbed I section and by expanded dowels  
and screwed stays where crank web clearance precluded  
use of bolts, all bolts and dowels shot welded in place.  
See blueprints herewith.

Time and existing conditions did not permit of repairs to  
N°6 bridge which remains to be repaired before the vessel  
proceeds on her outward voyage.  
The holding down bolts and bedplate chocks also  
remain to be overhauled.

It is proposed to carry out repairs at Liverpool  
(surveyors advised)

It is submitted that main engine bedplates and  
also main engine column heads (several of which are  
fractured through bolt holes) be again examined  
before the end of August 1942.

Bed plates repaired

See dw 117460