

26 NOV 1959

WRECK
SECTION

20 NOV 1959

Rpt. 9

SECTION

Date of writing report 15/10/59

Received from

Port SINGAPORE

No. 13572

Survey held at SINGAPORE

No. of visits Three

First date 13.10.59

Last date 16.10.59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.E. 05828 Name SS. "CAPE ORA" Gross tonnage 5282 Date of birth 1937-5
Owners GALARO CIA NAV. S.A. Port of Registry PUERTO LIMON
Engines made 1937-5 By N.E. MARINE ENG. CO. LTD. Type T 3Cy
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 SB W.P. 220 lb Spt.
No. of ~~XXX~~ Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Damage
Was Damage Report issued? No Int. Cert. Yes
Last Report (For Head Office only)

Hull		Machinery	
+100A1 SS11/58(Adv) with		+LMC	11.58 (Adv.)
freeboard		MBS	4.59
		TSCL	11.57
Dkg.	4.59	Sps	6.58
SS (adv.)	11.58		
		OF4/50	

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings
MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices
MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS
MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? Yes
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, so far as now seen, is eligible in my opinion to remain as classed.

Date of Committee

Decision

40m, 4.57. T. (MADE AND PRINTED IN ENGLAND)

for
Header

Engineer Surveyor to Lloyd's Register of Shipping

Foundation

002711-002716-0192

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main 40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)
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		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to { Sat.
Spt.
Boiler Securing Arrangements
Main Economisers Exhaust Gas Heated Economisers
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main Auxiliary (over 3 in. bore)
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

The ship was on passage in the Malacca Straits from Europe to the Far East on the 10th October when the main engine was stopped due to a knocking sound from the M.P. piston. On examination one M.P. piston ring was found broken and a new spare ring was fitted from stock.
The main engine was restarted and due to continued knocking the M.P. top exhaust valve chest was opened out and the C.I. valve found broken and removed.
The ship proceeded at slow speed to Singapore to carry out repairs and arrived on the 11th October 1959. A permanent repair was effected by supplying and fitting a new M.P. cast iron top exhaust valve.
Opportunity was taken to open up and examine the M.P. bottom exhaust valve and the L.P. slide valve which were found in good condition.
Repairs were completed on the 16th October 1959 and the ship continued on the voyage to the Far East.

Repairs.
It is submitted that this vessel is eligible to remain as CLASSED.
27.10.59.
TO NOTE RECORDS FOR C.E.R.
LEAVE THIS SPACE BLANK

Survey fees Mch. \$200
Damage fee ...
Expenses... \$ 20
Date when A/c rendered 26th October, 1959.