

WRECK
SECTIONWRECK
SECTION

/NK

No.

No.

Rpt. 9

5 JUN 1959

8 JUN 1959

NEWCASTLE-ON-TYNE

No. 116238

Date of writing report

Received London

Port

No. 116238

Survey held at NEWCASTLE QUAY

No. of visits 1

First date and

Last date 3.6.59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 58667 Name S.S. "DRAKENSBURG CASTLE"

Gross tons 9905 Date of build 6-1945

Owners Union Castle Mail S.S.Co.Ltd. Managers

Port of Registry Cape Town

Engines made NWC By C.A. Parsons & Co.Ltd.

Type Stm Turbines D.R. Geared.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 W.P. 490 lb. 4754 sp.

No. of Aux./Donkey Boilers 1 W.P. 1054

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Condition of Class

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only)

Hull
#100 A1
with Fbd. carrying
cargo oil F.P. above
1500 F. in MT
SS 6-58 Hul DS 6-58

Machinery
+ LMC
5-57
MBS 12-57 DBS 5-58
SGS 5-58
CL 6-68

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?.....

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel so far as now seen is in safe working condition and eligible in my opinion to remain as now classed subject to the 2" and 1½" tubes of the Port and Starboard main boilers being re-examined and renewed as necessary by the end of Sept. 1959.

Date of Committee

Decision

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

THURSDAY 18 JUN 1959

Deferred for comp MBS
but alligh DBS 5.59 subject
SGS 5.59.

Noted
for
HeaderEngineer Surveyor to Lloyd's Register of Shipping
R.P. FRAZER.

002798-002807-0229

RE 8/6

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).....
.....
.....

		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)

Condition of Class:- At the request of the Owners and in accordance with London Letter of 2nd June, 1959, all generating tubes in both main boilers have been examined at this time. The tubes have been examined internally at the drum expansion and externally in the furnaces, and it is considered that their present condition merits the Committee's favourable consideration of the Owners request for an extension of limit. The number of tube stoppers now on board is considered adequate (44 - 2", 16 - 1½") It is recommended that the 2" & 1½" tubes of the Port and Starboard main boilers be re-examined and renewed as necessary by the end of Sept. 1959.

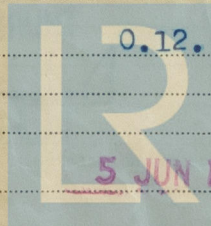
LEAVE THIS SPACE BLANK

Survey fees Examination £5. 0. 0.

Damage fee ...

Expenses... ..

Date when A/c rendered



© 2020 Lloyd's Register Foundation