

Rpt. 9

Date of writing report 11/12/61.
Survey held at Hull.

Received London
No. of visits 5.

Port HULL.
First date 22/11/61
Last date 7/12/61.
No. 67340

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 05889 S.S. "CAPE PALLISER" (Trawler). Gross tons 495 Date of build 1936
Owners Hudson Bros. Tlrs.Ltd. Managers Port of Registry Hull.
Engines made Hul. By C.D.Holmes & Co.Ltd. Type Triple Expsn. 3 cyl.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 1 W.P. 220 lb.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both.
Nature of Survey Gen. Exam. for postponement of E.S., MBS & TSCL.
Was Damage Report issued? No. Int. Cert.? Yes.
Last Report (For Head Office only)

Hull	Machinery
*100A1 trawler 8,61 s.s.1,58	*1MC 1,58 MBS 2,61 TSCL 5,60 SPS 2,61

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 Good. Wear Down of Stern Bushes Rewooded. Oil Glands - Sea Connections -
Fastenings Good. Has Screwshaft been drawn? Yes Date of Examination 28/11/61 Has Shaft been changed? No.
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? No.

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 All, good.
5 Journals & Bearings All, good.

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

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 EXHAUST) Good.

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 vessel, so far as now seen, is eligible in my opinion to remain as now classed with fresh record of MBS 11,61 and TSCL 11,61.

Date of Committee WEDNESDAY 31 JAN 1962

Decision As now
TS. 11.61
MBS. 11.61.

32 Essential Independent Pumps (Identify by position) Feed pump (p.s.) Circ.pump (p.s.), Good.
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 40 Auxiliary
39 Air Receivers & Safety devices—Main
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 Good.
b Exciters			m Motors -
c Air Coolers			n Switchboards & Fittings Good.
d Motors			o Circuit Breakers Good.
e Air Coolers			p Cables Good.
f Control Gear, Cables, etc.			q Insulation Resistance Good.
g Insulation Resistance			r Steering Gear Generators and Motors -
h Insulating Oil Test			s Navigation Light Indicators Good.
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 Sole good 28/11/61. ~~XXXXXXXX, DONKEY ENGINE~~
Superheaters Good.
Safety Valves Good.
Mountings, Doors & Fastenings Good.
Safety Valves Adjusted to { Sat. 220 lb/sq.inch.
Spt. 220 lb/sq.inch.
Boiler Securing Arrangements Good.
Main Economisers Exhaust Gas Heated Economisers
Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to Yes.
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes. Forced Circulating Pumps Good.
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Yes. Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore) for
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested? Yes (Boiler survey).

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)

MAIN ENGINE - Crankshaft M.P. pin found slack and crankshaft rebuilt (Certificate attached).
Alignment of crankshaft checked on completion. All bearings being remetalled.
CIRC.PUMP. Impeller shaft found worn in way of gland, and new shaft fitted.

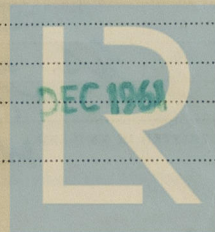
A general examination for postponement of Engine Survey due 1,62 now been held.
It is considered that, having regard to the parts now seen, that favourable consideration be given to postponement of the Engine Survey until December, 1962.
The Machinery has been generally examined and found or played in good condition.
The Chief Engineers and Superintendents reports state that the machinery has been operating satisfactory.

LEAVE THIS SPACE BLANK

Survey fees ... MBS. £10.
TSCL. £5.
G.E. £5. 7-10-62

Damage fee ...
Expenses...

Date when A/c rendered



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