

18 SEP 1962

13 SEP 1962

Rpt. 9

/NP

Date of writing report 12.9.62.

Received London

NEWCASTLE-ON-TYNE

Port
First date 23.8.62.

No. 119177
Last date 4.9.62

Survey held at

No. of visits 6

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 56136 S.S. Name "CAPITOL"

Gross tons 1558 Date of build 6-1941

Owners North Thames Gas Board

Managers Stephenson Clarke Ltd.

Port of Registry London

Engines made 1941 By N.E. Marine Eng. Co. (1938) Ltd. Sld.

Type T 3 Cy.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 1 SB W.P. 200 lb.

No. of Aux./Donkey Boilers 1 W.P. 100 lb.

Surveyed Afloat or in Dry Dock Both

Nature of Survey Docking, TSCL, BS, Gen. Examn.

Was Damage Report issued? Int. Cert.? Yes

Last Report (For Head Office only)

Hull	Machinery
*100A1 with freeboard	*IMC
ES 7.58	ES 7.58
Docking 8.61	MBS 8.61
	DBS 8.61
	CL 8.61
	sps 12.60

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 Propeller **Good** Wear Down of Stern Bushes .032" after re-wooding Oil Glands Sea Connections **Good**
Fastenings **Good** Has Screwshaft been drawn? **Yes - Good** 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**
Cyls., Covers, Pistons & Rods **HP & LP Good**
Valves & Gears **HP & LP Good**
Connecting Rods, Side
Top Ends & Guides Centre
Crankpins & Bearings Side
Centre
Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS
Cyls., Covers, Pistons & Rods
Connecting Rods & Top Ends
Crankpins & Bearings
Journals & Bearings
Valves & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
Cyls., Covers, Pistons & Rods
Connecting Rods & Top Ends
Crankpins & Bearings
Journals & Bearings
Valves & Safety Devices

VENGE BLOWERS
RECHARGERS
N TURBINES
Gears, Rotors, Blading, Bearings & Thrusts

AUXILIARY STEAM TURBINES (WITH RECIP. ENGINES)
COMPRESSORS
VALVES & HYDRAULIC COUPLINGS
ACTION GEARING
ST BLOCKS, SHAFTS & BEARINGS **Good**
MEDIATE SHAFTS & BEARINGS
NG DOWN BOLTS & CHOCKS
NSERS (MAIN & AUX.)
RE-HEATERS

REHEATERS
MANOEUVRING VALVES
ENGINE DRIVEN PUMPS
CASE DOORS & EXPLOSION RELIEF DEVICES
Have Main Engines been tested working and manoeuvring? **Yes**

OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is in an efficient
tion and eligible in our opinion, to remain as now classed with fresh records MBS 9/62, DBS 9/62 and
8/62 and eligible for postponement of Special Survey till March, 1963, and that her Machinery
Classification Record be continued in the Book.

of Committee
FRIDAY - 5 OCT 1962
Deferred for comp ES
but align TS 18.62
MBS 9.62
DBS 9.62
T. (MADE AND PRINTED IN ENGLAND.)

Noted
for
Header

J. L. Jarvie. J. W. Walker
Engineer Surveyor to Lloyd's Register of Shipping
J.N. JARVIE. J.W. WALKER.

003191-003199-0148/2

If certificate is required state where to be sent

on the S.S./M.S. "CAPITOL"

It is considered that the request for postponement of Special Survey until March, 1963, may receive the favourable consideration of the Committee.

Note: Sternbush lower half rewoded on account excessive clearance 7/32"

JWW

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 Independent Air Compressors, Coolers & Safety Devices

37 Air Receivers & Safety devices—Main

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators

44 Steering Machinery

37 Heaters (state service)

36 Lub. Oil Coolers

40 Auxiliary

43 Have Evaporator Safety Valves been tested under steam?

45 Windlass

46 Fire Extinguishing Arrangements

47 Forced Draught Fan Engine (E.R. Std.)

AUXILIARY ENGINES (Identify by position)

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ELECTRICAL EQUIPMENT

AUXILIARY EQUIPMENT

PROPULSION

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

1 Generators & Governors

2 Motors

3 Switchboards & Fittings

4 Cables

5 Insulation Resistance

6 Steering Gear Motors

7 Navigation Light Indicators

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN 28.8.62. Good

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to

Boiler Securing Arrangements

Main Economisers

Steam Heated Steam Generators

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Were Copper Pipes annealed?

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

Repairs:

Main Boiler:-

Port wing furnace found fractured in similar manner (length of fracture approx. 5"). Fractures in both

furnaces cut out and satisfactorily repaired by E.W.

A number of combustion chamber back stays found leaking slightly, nuts removed, plates in way of stays

caulked and nuts refitted.

Several leaking plain tubes expanded as required.

On completion of repairs main boiler examined under hydraulic test and found tight.

Donkey Boiler:-

Safety valve chest securing studs found wasted and satisfactorily removed

at this time.

Further minor repairs effected to mountings of main and donkey boilers as required.

A General Examination of the machinery for postponement of Special Survey has been

held at this time and it is submitted that the items enumerated above which were

opened up, examined and found in good order may be counted towards the Special

Survey if requested by the Owners. (See London letter to Owners dated 11/8/62)

TSCL £5.0.0.

B.S. £17.0.0.

Gen. Examination £15.0.0.

Damage fee

Expenses

Date when A/c rendered

17 SEP 1962