

12 MAR 1962

REC'D NEW YORK FEB 26 1962

Rpt. 9

Date of writing report 8/2/62
Survey held at KINGSTON, JA. W.I.

Received London
No. of visits Eight

Port KINGSTON, JA. W.I. No. 9065
First date 22/1/62 Last date 8/2/62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

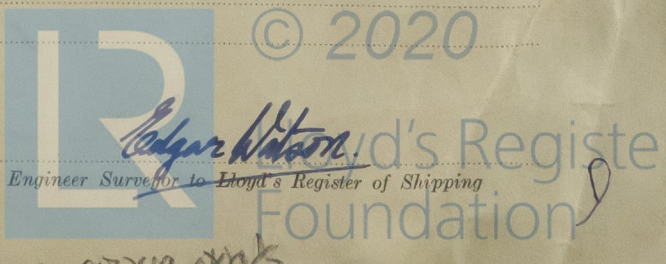
No. in R.B. 20752 S.S. "CAPELLA" ex "MAIHAR" Gross tons 7684 Date of build 6-1917
Owners _____ Managers _____
Engines made By J. G. Kincaid & Co. Ltd. Port of Registry
Type T 3Cy. 28" 47½" & 80" x 54"
No. of Main Engines _____ No. of Screws _____
No. of Main Boilers _____ W.P. _____
No. of Aux./Donkey Boilers _____ W.P. _____
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Damage Machinery
Was Damage Report issued? No Int. Cert.? Yes.
Last Report (For Head Office only)
22361

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 Rudder~~ ~~Oil Glands~~ ~~Sea Connections~~
~~Fastenings~~ ~~Has Screwshaft Tube/Shaft been drawn?~~ ~~Date of Examination~~ ~~Has Shaft been changed?~~
~~Has Shaft now fitted been previously used?~~ ~~Has Shaft now examined/fitted a continuous line?~~ ~~Approved oil gland?~~
~~MAIN ENGINES~~ ~~(Recip. Steam or I.C.)~~ ~~PORT~~ ~~STARBOARD~~
~~Cyls., Covers, Pistons & Rods~~
~~Valves & Gears~~
~~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~~
~~Coolers & Safety Devices~~
~~MAIN ENGINE DRIVEN SCAVENGE PUMPS~~
~~Cyls., Covers, Pistons & Rods~~
~~Connecting Rods & Top Ends~~
~~Crankpins & Bearings~~
~~Journals & Bearings~~
~~Lever~~
~~SCAVENGE BLOWERS~~
~~SUPERCHARGERS~~
~~MAIN TURBINES~~
~~Casings, Rotors, Blading, Bearings & Thrusts~~
~~EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)~~
~~STEAM COMPRESSORS~~
~~CLUTCHES & HYDRAULIC COUPLINGS~~
~~REDUCTION GEARING~~
~~THRUST BLOCKS, SHAFTS & BEARINGS~~
~~INTERMEDIATE SHAFTS & BEARINGS~~
~~HOLDING DOWN BOLTS & CHOCKS~~
~~CONDENSERS (MAIN & AUX.)~~
~~STEAM RE-HEATERS~~
~~DE SUPERHEATERS~~
~~STOP & MANOEUVRING VALVES~~
~~MAIN ENGINE DRIVEN PUMPS~~
~~CRANKCASE DOORS & EXPLOSION RELIEF DEVICES~~ ~~Have Main Engines been tested working and manoeuvring?~~

OPINION OF MACHINERY AND RECOMMENDATIONS
That in the case of this Vessel her Machinery Classification Record be continued in the Book, subject to any outstanding conditions of class being dealt with as previously recommended, and to M.B. H. rules remain in force.

Date of Committee 1 FRIDAY 23 MAR 1962
Decision Deferea for ES. & MBS.
Subier



Engineer Surveyor to Lloyd's Register of Shipping

005282-005289-0291

Rpt. 9a

Port of KINGSTON, JA. W.I.

Continuation of Report No. 9065 dated 8/2/62

on the S.S. "CAPELLA"
ex "MAIHAR"32 ~~Essential Independent Pumps (Identify by position)~~33 ~~Ridge, 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~~ ~~Lab. Oil Coolers~~ ~~Heaters (state service)~~36 ~~Independent Air Compressors, Coolers & Safety Devices~~37 ~~Air Receivers & Safety devices - Main~~ ~~Auxiliary~~38 ~~Oil Fuel Tanks (Not forming part of hull structure)~~39 ~~Evaporators~~ ~~Have Evaporator Safety Valves been tested under steam?~~40 ~~Steering Machinery~~ ~~Windlass~~ ~~Fire Extinguishing Arrangements~~41 ~~AUXILIARY ENGINES (Identify by position)~~

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
1 Generators		1 Generators & Governors	
2 Engines		2 Motors	
3 Air Coolers		3 Switchboards & Fittings	
4 Motors		4 Circuit Breakers	
5 Air Coolers		5 Cables	
6 Control Gear, Cables, etc.		6 Insulation Resistance	
7 Insulation Resistance		7 Steering Gear Generators and Motors	
8 Insulating Oil Test		8 Navigation Light Indicators	
9 Over-speed Governors			
10 Magnetic Couplings			
11 Air Gap			

42 ~~BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)~~43 ~~MAIN~~ ~~AUXILIARY, DONKEY or PRESS~~44 ~~Superheaters~~45 ~~Safety Valves~~46 ~~Mountings, Doors & Fastenings~~47 ~~Safety Valves Adjusted to~~ ~~Sat~~ ~~Sph~~48 ~~Boiler Securing Arrangements~~49 ~~Main Economisers~~ ~~Exhaust Gas Heated Economisers~~50 ~~Steam Heated Steam Generators~~ ~~Steam Generator Safety Valves Adjusted to~~51 ~~Were Oil Burning System & Remote Controls examined working in accordance with Rules?~~52 ~~Forced Circulating Pumps~~53 ~~Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?~~54 ~~Funnel~~55 ~~EXAMINATION & TESTING OF STEAM PIPES (State material)~~56 ~~Main~~ ~~Auxiliary (over 2 in bore)~~57 ~~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)

It was reported that, at about 2.30 p.m., on the 17th January 1962, a noise was heard in the main engine, whilst the vessel was on a voyage from Guayabal, Cuba, to Black Sea ports, with a cargo of sugar in bags, but due to the ship's position the engine could not be stopped for examination until 6.10 p.m., on the same date. On examination

at Kingston, Jamaica, W.I., on the 22nd January 1962 and subsequent dates :- FOUND:-

H.P. piston valve junk ring broken, one junk ring stud fractured and remainder damaged.

Top ring on H.P. piston valve broken in two halves, locking pieces damaged, and adjusting washers broken and distorted. Ridge formed on liner, at the bottom of the stroke

in way of the bottom edge of the top ring, and liner barreled in way of the

working part of the top ring. H.P. valve spindle bent at the top, and cover

guide bush worn. Metal in H.P. eccentric straps spread and worn. Valve

spindle guide bearing badly worn. H.P. valve spindle metallic packing

worn. TEMPORARY REPAIRS EFFECTED TO ENABLE VESSEL TO COMPLETE VOYAGE

AND PROCEED TO JAPAN FOR BREAKING UP :- Junk ring and studs renewed.

Solid ring fitted to top of piston valve. Top section of liner

bored out. Valve spindle faired and cover guide bush renewed.

Survey fees ... £36. 5. 0

Damage fee ...

Expenses... ..

Date when A/c rendered 8/2/62