

Rpt. 9

Date of writing report 26-5-1958

Survey held at BOMBAY

WRECK  
SECTION

16 JUN 1958

No. Received London

Port BOMBAY

No. 12597

No. of visits 2

First date 13-5-58

Last date 20-5-58

## REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 23078 Name S.S. "OOSTCAPELLE"

Gross tons 751 Date of build 1921 - 7

Owners Merchant Steam Nav. Co. (Private) Ltd.

Port of Registry BOMBAY

Engines made Sliedrecht N.V. Schoeps. De Klop

Type 3 Cy

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. 185 lb

No. of Aux./Donkey Boilers - W.P. -

ed Afloat or in Dry Dock Afloat

of Survey Repair

Damage Report issued? No Int. Cert.? Yes

Report (For Head Office only)

Hull		Machinery	
+ 100A1	5-57	+ LMC	1-54
ss (Dr)	1-50	M	6-57
ss Bom	1-54	TS OG	6-58

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 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 pushing 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.

CKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections

tenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?

Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

IN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

s., Covers, Pistons & Rods

ves & Gears

necting Rods, Side

Ends & Guides Centre

nkpins & Side

irings Centre

rnals & Bearings

IN ENGINE DRIVEN AIR COMPRESSORS

s., Covers, Pistons & Rods

necting Rods & Top Ends

nkpins & Bearings

rnals & Bearings

lers & Safety Devices

IN ENGINE DRIVEN SCAVENGE PUMPS

s., Covers, Pistons & Rods

necting Rods & Top Ends

nkpins & Bearings

rnals & Bearings

ers

AVENGE BLOWERS

PERCHARGERS

IN TURBINES

ings, Rotors, Blading, Bearings & Thrusts

HAUST STEAM TURBINES (WITH RECIP. ENGINES)

TEAM COMPRESSORS

UTCHES & HYDRAULIC COUPLINGS

DUCTION GEARING

RUST BLOCKS, SHAFTS & BEARINGS

TERMEDIATE SHAFTS & BEARINGS

LDING DOWN BOLTS & CHOCKS

NDENSERS (MAIN & AUX.)

TEAM RE-HEATERS

-SUPERHEATERS

IP & MANOEUVRING VALVES

IN ENGINE DRIVEN PUMPS

ANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

INION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel is eligible in my opinion

to remain as classed without fresh record of survey, subject to all conditions at present

attached to the machinerys class being dealt with as previously recommended.

te of Committee

Decision

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND)

Engineer Surveyor to Lloyd's Register of Shipping

003706-003111-0090



52 Essential Independent Pumps (Identify by position)
53 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
54 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
55 Fresh Water Coolers
56 Lub. Oil Coolers
57 Heaters (state service)
58 Independent Air Compressors, Coolers & Safety Devices
59 Air Receivers & Safety devices—Main
60 Auxiliary
61 Oil Fuel Tanks (Not forming part of hull structure)
62 Evaporators
63 Have Evaporator Safety Valves been tested under steam?
64 Steering Machinery
65 Windlass
66 Fire Extinguishing Arrangements
AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT
PROPULSION PORT STARBOARD
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
l Generators & Governors
m Motors
n Switchboards & Fittings
o Circuit Breakers
p Cables
q Insulation Resistance
r Steering Gear Generators and Motors
s Navigation Light Indicators

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)

Repair : Examined the thrust shaft coupling to crankshaft as the Owners stated that 2 coupling bolts had broken during the last voyage but had been replaced with new bolts. The bearing marks inside the bolt holes showed the bolts to be bearing on only a very small part of their length and in some cases on only spots on the circumference, the thrust shaft also found to be low. The after coupling of the thrust broken, the thrust shaft re-aligned the bolt holes spaced out and new bolts (baptised) made from tested material and fitted.

LEAVE THIS SPACE BLANK

Survey fees £. 180/-

Damage fee
Expenses... £. 16/-

Date when A/c rendered 26-5-1939.