

5 FEB 1953

No. 35861 6

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 12-1-1953 When handed in at Local Office 19 Port of Rotterdam

Survey held at Bolnes - Rotterdam Date 18-9-52 Last Survey 15-12-1952
(No. of Visits 35)

8 on the Machinery of the Wood, Iron or Steel "CAPE ST. DAVID"

Gross 6268 Vessel built at W. Hartlepool By whom W. Gray & Co. Ltd. Year 1941 Month 12
 Net 4757 Engines made at W. Hartlepool By whom Gen. Man. S. Wals (W. Gray & Co. Ltd.) When 1941
 Main Boilers 253 Boilers, when made (Main) 1941 (Donkey) 1941
 Owners Sun Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers London Port London Voyage London
 If Surveyed Afloat or in Dry Dock In City dock afloat
 (State name of Dock.) at Messrs Buel.

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
<u>F100A1</u>		<u>+LMC 7.50</u>
<u>with freeboard</u>		<u>T.S. 4.02 C.L.</u>
<u>Cbo. 4.52</u>		
<u>at Hull - 7.50</u>		

Report No. And - LMC - O.F. conversion. Reps
 Particulars of Examination and Repairs (if any) And - LMC - O.F. conversion. Reps
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Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides stated in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case Eng. letters 1 July 52, 22 Sept 52.

In cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined Yes, not required.

Damage report made by anyone else? If so, by whom? Underwriters Surveyor.

Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Yes

Latest date of internal examination of each boiler Main blrs 20-10-52 Aux blrs 25-11-52

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lbs.

Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 220 lbs.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boilers? Yes

Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? Yes

Screw shaft now been drawn and examined? No Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? Yes

Approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 2nd/10/52 State the wear down in the bush 2mm

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

It was reported that the vessels machinery & boilers were in poor working order due to neglect of personnel. Vessel placed in drydock. Propeller, sternbush, seaconnections & their fastenings examined & found good. Cylinders, pistons, slide valves, crank, thrust and intermediate shafts examined. Main & auxiliary condensers examined & tested. Pumps, valves, cocks, pipes & airers of the pumping arrangements examined. The main boilers and the auxiliary boiler examined internally & externally together with manholes, doors & mountings and the safety valves adjusted under steam to the above stated pressure. Selected lengths of Main & Auxiliary steam pipes removed, examined internally & hydraulically tested. Oil fuel burning & pumping arrangements fitted in accordance with the plan's approved 30-6-52 and 19-9-52. The oil fuel and steam smothering installation tested under working condition. The 2 original steam driven generating sets have been replaced by 2 reconditioned sets, delivered by the Owners.

General Observations, Opinion, and Recommendation:—
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, & LMC 9,11 or CS 3,34)
Please see continuation sheet.

The machinery of this vessel is in good condition and eligible in our opinion to remain as classed with fresh record of + LMC 12-52 and vessel's name to be expunged from Special Reason List.

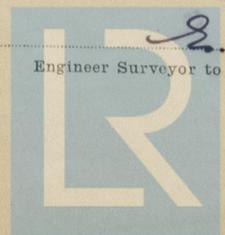
Fee (per Section 23) LMC + Cont. \$ 445.-
O.F. conversion \$ 250.-
 Damage or Repair Fee (if any) \$ 250.-
 (per Section 23.) ELECTRIC LIGHT \$ 116.50
 Working expenses (if chargeable) \$ 116.50

Fees applied for 14-1-1953
 Received by me, 19-1-1953

For Mr. H. Bunt and self
 E. M. Dudgeon
 Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 14 APR 1953

Deferred



Lloyd's Register Foundation

004718-004726-0161 1/2

Insert Character of Ship and Machinery precisely as in the Register Book

Records 30/4/52

Owners Address

Is a Certificate required? If so, to be sent to

5 FEB 1953

"Cape St. David."

Particulars of generators: Make, Allen Sons, Co. DC. compound wound. Serial Nos 18302/3, 18302/4. 114 Volts. 348 Amps. 40 KW. RPM 400. Engines made by Allen Sons. A Diesel generating set, also supplied by Owners, fitted in deckhouse on main deck aft. Particulars of generator: DC. compound wound, make Mowdsley, 24 KW. 120 Volts. 200 Amps, 1200 RPM, serial No 1206901, driven by Lister Diesel engine. The generators have been tried, tested and found in accordance with the Society's Rules. Main switchboard and main cables renewed in conformity with the approved plan. Electric driven fire pump ^{fitted} in tunnel recess. New gyro compass equipment, make Sperry and wireless equipment installed. Lighting equipment in boiler room renewed. DFB in alleyway Stbd renewed. The whole equipment megger tested, tried with satisfactory results.

Repairs now carried out:

HP, IP piston rods, slide valve spindles skimmed up. Crankshaft lifted, main bearings re-metalled, shaft re-bedded. Holding down bolts hardened up, broken bolts renewed. All plunger blocks re-metalled. Alignment of shafting checked and found good. 2 new Weirs feed pumps fitted, Nos 263346/47 Size 8" x 10 1/2" x 22". All furnaces of both main boilers renewed (distorted). A number of defective screwstays, plain tubes renewed. Leaky shell rivets in front end plate of port boiler in way of centre furnace renewed. All furnaces of auxiliary boiler renewed (generally wasted). Lower part of combustion chamber backplates and wrapper plates ^{cropped} and parts renewed with electric welding. A number of defective screwstays, plain tubes renewed. Boilers hydraulically tested on completion of repairs and found tight. The main engine, auxiliary machinery tried under working condition and found in good working and manoeuvring order. S.R.L. Repaired master valve on auxiliary feedline of port boiler specially examined, found same in good condition.

For Mr. J. Baart and self
E. M. Dudokh

