

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

in Book. Survey held at Bolnes - Rotterdam Date. First Survey 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
Net 4757
Power 5054.1
Main Boilers 253
Donkey Boilers 1
Pressure in Boilers 20.5

Vessel built at W. Hartlepool By whom W. Gray & Co. Ltd. When 1941 12
Engines made at W. Hartlepool By whom Cen. Mar. E. W. (W. Gray & Co. Ltd.) When 1941
Boilers, when made (Main) 1941 (Donkey)
Owners Sun Shipping Co. Ltd. Owners' Address
Managers London Port London Voyage London
If Surveyed Afloat or in Dry Dock In City dock & afloat at Messrs Bueh.
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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>100A1</u>		<u>+LMC 7.50</u>
<u>with preboard</u>		<u>T.S. 4.02 C.L.</u>
<u>Cbo. 4.52</u>		
<u>to Hul - 7.50</u>		

Report No.

Port

Particulars of Examination and Repairs (if any) And - LMC - O.F. conversion. Reps

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, 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? Unknown Surveyor.

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

" " " " " " Yes

State for what reasons What parts of the Boilers could not be thus thoroughly examined? All parts examined.

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

State 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 aux 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

Shaft now been changed? Yes If so, state reasons Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft Yes State the wear down in the bush 2 in.

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

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 & to neglect of personnel.

Vessel placed in drydock. Propeller, sternbush, seaconnections & their fastenings found good. Cylinders, pistons, slide valves, crank, thrust and intermediate shafts ex'd. Main & auxiliary condensers ex'd, tested. Pumps, valves, cocks, pipes & airers of the pumping arrangements ex'd. The main boilers and the auxiliary boiler ex'd internally & externally together with manholes, doors & mountings and the safety valves adjusted under steam to the above stated pressure. Selected lengths Main & auxiliary steam pipes removed, ex'd 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

LMC 140 lb., FD, &c.)

CS 3,34

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

Please see continuation sheet.

For Mr. H. Brant and self.

Received by me, 19-1-1953

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

cc4718-cc4726-0161 1/2

Committee's Minute

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Deferred

TUES. 14 APR 1953

Fee (per Section 23) LMC + ... 445. =

Damage or Repair Fee (if any) O.F. conversion 250. =

ELECTRIC LIGHT 250. =

ing expenses (if chargeable) 116.50

Committee's Minute

red

Deferred

TUES. 14 APR 1953

Fee (per Section 23) LMC + ... 445. =

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ELECTRIC LIGHT 250. =

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“Cape St. David.”

Particulars of generators: Make, Allen Sons, Co. D.C. 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: D.C. compound wound, make Meadowsley, 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 retapped, shaft rebedded.

Shutting down bolts hardened up & broken bolts renewed.

All plunger blocks retapped. 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. Hendrick