

Ship's Name ~~SS~~/MS "ALVA CAPE" LR 501308  
 Gross tons 11252 Port of Registry London Port Calcutta  
 Date of build 9-53 Is there a rpt. 8? No Rpt. No. 1636  
 No. of visits 1 First date and Last date 23/3/65  
 Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? - Last rpt. (H.Q. only) 1/05 3040  
 Date of completing rpt. 23/3/65 Surveyed at, if different from Port above  
 Is a rpt. 9B attached? No MN 1430 Nature of survey ADV. CSM.  
 Survey fees Rs. 150/- Damage fee Expenses Rs. 35/- 1/1765  
 S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

- 1 Cyls., covers, pistons & rods
- 2 Valves & gears
- 3 Con. rods, cross-heads, bearings & guides centre Side
- 4 Crankpins & bearings centre Side
- 5 Journals & bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

- 6 Cyls., covers, pistons & rods 7 Con. rods, cross-heads & bearings
- 8 Crankpins & bearings 9 Journals & bearings
- 10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

- 11 Cyls., covers, pistons & rods 12 Con. rods, cross-heads & bearings
- 13 Crankpins & bearings 14 Journals & bearings
- 15 Levers

MAIN TURBINES (State Port—P or Starboards—S)

- 16 Casings, rotors blading, bearings & thrusts
- 17 Reduction gearing
- 18 Scavenge blowers 19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of CSM with date when the Survey has been completed, subject to all outstanding Conditions of Class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

WEDNESDAY 21 APR 1965

As now, Subject

D. VINCENT.  
 Surveyor to Lloyd's Register of Shipping

FOR CHAIRMAN  
 CLASSN. CTTEE

ALSO FOR

SPL FOR

TROTTED BY

ESR  
 SRL

POSTING

HEADER

CERT

A part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and circumstances and action taken or recommended, described fully under "defects and repairs."

The condition of any item is to be described as "topical" only when it 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 repairs have been effected or it is

- |    |   |    |                                  |      |                                |
|----|---|----|----------------------------------|------|--------------------------------|
| 20 | Exhaust steam turbines (with recip. eng.) | 21 | Thrust blocks shafts & bearings  |      |                                |
| 22 | Steam compressors                         | 23 | Intermediate shafts & bearings   | Good |                                |
| 24 | Clutches & hydraulic couplings            | 25 | Condensers (main & aux.)         |      |                                |
| 26 | Steam re-heaters                          | 27 | Air ejectors (main & aux.)       |      |                                |
| 28 | De-superheaters                           | 29 | Forced &/or induced draught fans |      |                                |
| 30 | Stop & manoeuvring valves                 | 31 | Holding down bolts & chocks      | Good | 32 Detuner or vibration damper |
| 33 | Main engine driven pumps                  |    |                                  |      |                                |

State Port P. or Starboard S.

34 Crankcase doors & explosion relief devices

35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)

36 Essential independent pumps

37 Bilge, ballast & oil fuel suction lines, fittings & controls

38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?

- |    |  |    |                    |
|----|--|----|--------------------|
| 39 | Fresh water coolers                      | 40 | Lub. oil coolers   |
| 41 | Heaters (state service)                  | 42 | Feed water filters |
| 43 | Auxiliary air receivers & safety devices | 44 | Starting air pipes |

Identify by position

45 Main air receivers & safety devices

46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)

48 Have all evaporators safety valves been tested under steam?

49 Evaporators HP & LP

50 Distillers

51 Fire extinguishing arrangements

52 Steering machinery

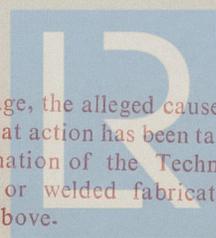
53 Windlass

**AUXILIARY ENGINES**

**PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.**

Conditions of Class No. 232

Main engine No. 2 cylinder liner (Metalocked 11/64) to examine by 5/65.  
 Main engine forward SW Circulating pump discharge valve to renew by 5/65.  
 Main engine No.1 cylinder liner (Metalocked 1/65) to examine by 7/65 (6 mos). Nothing done at this time, subject as previously recommended.  
 The Master stated the vessel had been stemmed for drydocking on the Continent in 5/65.



© 2020

Lloyd's Register Foundation

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.