Rpt. 9.

No. 21345.

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

(Received at London Office MAR 28 1941)

Date of writing Report 15th March 1941. When handed in at Local Office 15th March 1941. Port of Greenock.

No. in Reg. Book. 87501. Survey held at Greenock. Date. First Survey " Last Survey 11th March 1941 (No. of Visits ONE)

on the Machinery of the ~~Wood, Iron~~ or Steel "CAPE HAWKE"

Tonnage { Gross 5100 / Net

Nominal Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— in Main Boilers

in Donkey Boilers

Vessel built at Port Glasgow By whom Lithgows Ld. When (Year. Month.) 1940

Engines made at Glasgow By whom D. Rowan & Co Ld When

Boilers, when made (Main) (Donkey)

Owners Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Lyle Shipping Co Ld Port Glasgow Voyage

If Surveyed Afloat or in Dry Dock Cammell Dry Dock. (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).
100 A1. with Junkboard		
Class contemplated		

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage 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 —

Was a damage report made by anyone else? If so, by whom? —

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? —

" " Donkey " " " —

If this was not done, state for what reasons —

And what parts of the Boilers could not be thus thoroughly examined? —

Also what 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? —

State latest date of internal examination of each boiler — Present condition of funnel(s) —

Did the Surveyor examine the Safety Valves of the Main Boiler? — To what pressure were they afterwards adjusted under steam? —

Did the Surveyor examine the Safety Valves of Donkey Boiler? — To what pressure were they afterwards adjusted under steam? —

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

Did the Surveyor examine the drain plugs of the Main Boilers? —, and of the Donkey Boilers? —

Did the Surveyor examine all the mountings of the Main Boilers? —, and of the Donkey Boilers? —

Has the screw shaft now been drawn and examined? No. Is it fitted with continuous liner? — Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

Has shaft now been changed? — If so, state reasons —

Has the shaft now fitted been previously used? — Has it a continuous liner? — Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

State date of examination of Screw Shaft — State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Close.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted —

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? —

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? —

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done —

New Dance. Vessel in Dry dock on account of hull damage

Examined propeller and outside fastenings of sea connections and stern bush.

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, B.S. 9,11, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

This is submitted for the information of Committee

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

CYH

Fees applied for ..... 19.....

Received by me, ... 19.....

M. Caldwell

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 25 MAR 1941

Assigned See F. C. Rpt. No. 21344.

(The Surveyors are requested not to write on this side.)

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

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

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