

Ship's Name SS/MS "CAPE DUNER"  
LR.506119 Port of Registry Hull. Port HULL.

Gross tons 712

Date of build 1949.8. Is there a rpt. 8? Yes. Rpt. No. 70985

No. of visits Five. First date 8/10/65 Last date 2/11/65.

Interim Cert. issued & copy herewith? Yes. Damage rpt. issued & copy herewith? No. Last rpt. (H.Q. only)

Date of completing rpt. 5/11/65 Surveyed at, if different from Port above

Is a rpt. 9B attached? Yes. MN 230 Nature of survey DS, ES, MBS, TSCL & SPS.

Survey fees ES.£54. Damage fee Expenses 7s.6d.  
MBS.£13.  
TSCL.£8.  
SPS.£4.  
Elec.£24.

S.A. fee

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

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

Side

Side

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

- 6 Cyls., covers, pistons & rods
- 8 Crankpins & bearings
- 10 Coolers & safety devices

- 7 Con. rods, cross-heads & bearings
- 9 Journals & bearings

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

- 11 Cyls., covers, pistons & rods
- 13 Crankpins & bearings

- 12 Con. rods, cross-heads & bearings
- 14 Journals & bearings

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

- 16 Casings, rotors, blading, bearings & thrusts

- 15 Levers

- 17 Reduction gearing

- 18 Scavenge blowers

- 19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of

ES 11,65, MBS 11,65, TSCL 10,65 and SPS 11,65.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

(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

Surveyor to Lloyd's Register of Shipping

THURSDAY - 2 DEC 1965

as new  
ES. 11.65 MBS. 11.65  
TS. 10.65 SPS. 11.65

013991 - 013996 - 0157

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 should be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" 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	<del>Exhaust steam turbines (with recip. eng.)</del>	21	Thrust blocks & bearings	Good.	
22	<del>Steam compressors</del>	23	Intermediate shafts & bearings	Good.	
24	<del>Cutwaters &amp; duplex main couplings</del>	25	Condensers (main & aux)	Good.	
26	<del>Steam heaters</del>	27	Air ejectors (main & aux)		
28	<del>Desuperheaters</del>	29	Forced &/or induced draught fans	Good.	
30	Stop & manoeuvring valves	31	Holding down bolts & chocks	Good.	32 <del>Detuner or vibration damper</del>
33	Main engine driven pumps				

State Port P. or Starboard S.

34	<del>Crankcase doors &amp; explosion relief devices</del>	35	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)	Yes.
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36 Essential independent pumps All, good.

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?	Good.
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39	<del>Fresh water coolers</del>	40	<del>Lub. oil coolers</del>	
41	Heaters (state service)	42	Feed water filters	Good.
43	<del>Auxiliary air receivers &amp; safety devices</del>	44	<del>Steering air pipes</del>	
45	<del>Main air receivers &amp; safety devices</del>			
46	<del>Independent air compressors coolers &amp; safety devices</del>			

Identify by position

47	<del>Oil fuel tanks (not forming part of the hull structure)</del>					
48	Have all evaporators safety valves been tested under steam?	Yes.	49	Evaporators <del>HP &amp; LP</del>	Good.	50 <del>Distillers</del>
51	Fire extinguishing arrangements	Good.	52	Steering machinery	Good.	53 Windlass Good.

#### AUXILIARY ENGINES

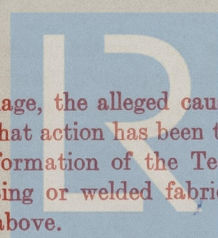
All, good.

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

Minor repairs effected to Main Engines and Auxiliary machinery.

SATURATED STEAM PIPES:- One 3½" bore and one 5" bore saturated steam pipes found wasted internally at ends and now renewed. New pipes tested and stamped - Lloyd's test 600 lb/sq.inch A.G. 20/10/65, Hul.

STERNBUSH, found worn and bush now rewooded.



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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.

Register Foundation