

The class is subject to stbd. main engine crankpin & journals of N° 1 & 2 units being again examined before the end of 12.56 and that N° 1 diesel generator be examined under working conditions after the blower has been fitted. 5 E

4 FEB 1957

ed by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SHIP'S NAME CAPETOWN CASTLE

REPORT 500

No. 23975

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/52.)

of Survey

DAMAGE & WEAR AND TEAR.

MC CS due 6.55, partly held as a CS, now completed (at Southampton) due 2.57 now held.

- N° 4 P and N° 6 S cylinder liners replaced due to fracture, and their pistons rods replaced due to cracks in threads of crosshead nuts. Crosshead bearing replaced from spare.

- N° 1 Diesel generator examined running & found in order.

- Stbd. main engine N° 1 & 2 crankpin & journals examined & found efficient. The surveyor recommends they be again examined before end of 2.57.

It is submitted the vessel is eligible to remain as classed, with record of Survey + LMC CS 11.55 & as recommended, subject as TS. CL (p+s) 12.56

recommended, but without reference to N° 1 Diesel generator

owners should be informed that the holding down & checks of both engines, the starboard main engine scavage blower and N° 10 crankpin, and the evaporator not been surveyed for over four years and should be with at an early date.

now completed, see
Sou. Ltr. 26-3-57 JG.



Lloyd's Register
Foundation

015348-015354-0017

31/1/57

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1957