

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 20 APR 1944)

Date of writing Report 3/20/44 19 When handed in at Local Office 19 44 Port of Jacksonville, Fla.
 No. in Survey held at Tampa, Florida Date, First Survey 11th Mar. Last Survey 18th Mar. 1944
 Reg. Book 1161 on the Machinery of the ~~Wood, Iron or Steel~~ M/V "CAPE CLEAR" (No. of Visits 3)

Gross 5085 Vessel built at Port Glasgow By whom Lithgow Ltd. Year. Month.
 Net 2976 Engines made at Glasgow By whom D. Brown & Co., Ltd. When 1939 8
 Nominal 599 Boilers, when made (Main) (Donkey) 1939
 Horse Power Owners Cape York Motorship Co., Ltd. Owners' Address
 (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers - Managers Lyle Shipping Co., Ltd. Port Glasgow Voyage -
 No. of Donkey Boilers 2
 Steam Pressure in Main Boilers -
 in Donkey Boilers 120 Lbs If Surveyed Afloat ~~in~~ in Dry Dock In dry dock
 (State name of Dock.) Tampa Shipbuilding Co.

Last Report No. Port

Particulars of Examination and Repairs (if any) T.S. & Sea Valves

Periodical Surveys, when held, must be reported in detail and serially 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 " " No

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) Good

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 screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has shaft now been changed? No 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 12 Mar. 1944 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

NOW DONE: With the vessel in dry dock, the propeller, stern bush, and under-water fastening examined and found or placed in good order.

Propeller removed, screw shaft drawn, examined, found in good order and returned to place, stern gland repacked.

Sea valves opened, cleaned, examined, found in good order and properly closed up.

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 *L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, so far as now seen, is in good and safe condition, eligible in my opinion, to remain as now classed *L.M.C. (with date) and T.S.C.L. last seen 3.44 in the Register Book.

Survey Fee (per Section 29) £ 15.00 Fees applied for 3/21/44
 Special Damage or Repair Fee (if any) £ : :
 (per Section 29.) T.S.C.L. £ 20.00
 Travelling expenses (if chargeable) £ : :

Received by me, 19

Engine Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK MAR 29 1944

Assigned As now T.S. 3, 44.

W1163-0161

Used

W/Ans 843 Carobheld (CS)

JA

20/4/44

RETURN

RETURN



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Foundation