

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

(Received at London Office)

30 MAR 1942

of writing Report 21.3.42 When handed in at Local Office 23 MAR 1942 Port of Skull

Survey held at Auce Date First Survey Feb 11 Last Survey Mar. 18 1942
(No. of Visits 13)

on the Machinery of the Wood, Iron or Steel CAPE CORSO

Gross 3807 Vessel built at Port Glasgow By whom Lithgows Ltd. When 1929 - 8
Net 2338 Engines made at Glasgow By whom A. Rowan & Co. Ltd. When 1929

Power 389 Boilers, when made (Main) 1929 (Aux. Donkey) 1929

Main Boilers 250 Owners Lyle Shipping Co. Ltd. Owners' Address Glasgow
(FD) Managers Lyle Shipping Co. Ltd. Port Glasgow Voyage

Aux. Boilers 150 Managers Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
AUX. Boilers 180 lb Surveyed Afloat or in Dry Dock Alexander Dock and Drydock.

Report No. Port Amoy, GEN. EX., B.S. SR LIST.

Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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. Yes, not paid.

Has a damage report made by anyone else? If so, by whom? Broadrick Wright

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

Has the Surveyor personally go inside each Aux. Donkey Boiler? Yes

What was not done, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler: PM 13.2.42, SM 14.2.42, FA 26.2.42 Present condition of funnel Good

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb.

Has the Surveyor examine the Safety Valves of Aux. Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Aux. Boilers? Yes

Has the Surveyor examine all the manholes, doors and their fastenings of the Aux. Donkey Boilers? None and of the Aux. Boilers? None

Has the Surveyor examine the drain plugs of the Main Boilers? None and of the Aux. Boilers? None

Has the Surveyor examine all the mountings of the Main Boilers? Yes and of the Aux. Boilers? Yes

Has the screw shaft now been drawn and examined? No 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 the shaft now been changed? Yes If so, state reasons Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

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

Date of examination of Screw Shaft Yes State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Remarks: On account of damage stated to have been caused by vessel encountering ice during voyage from United Kingdom to North Russia and on return during various visits from 7.11.41 to 5.1.42, vessel placed in drydock. Examined propeller, which was taken off screwshaft to allow of cone being examined, and fastenings. Blades of propeller (this bronze four bladed type) found distorted and edges buckled but chief engineer stated efficiency not affected to any extent. Two 5" fractures at root of two blades appear to be old defects, one of which had already been cut out. It is recommended that propeller be specially examined next drydocking.

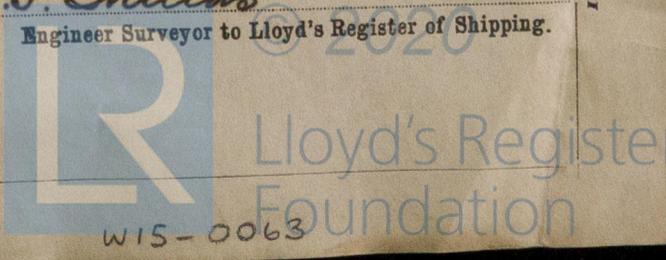
General Observations, Opinion, and Recommendation: Eligible to remain as classed with fresh

(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, R.S. 9,11, B.&M.S. 9,11, *L.M.C. 9,11, or R.L.M.C. 140 lb., F.D., &c.)

Record of B.S. 3,42. and Examine 3,42. for a period of 12 months subject to LP stem column being specially examined before end of 3,43. and to propeller being specially examined next drydocking without other condition.

Survey Fee (per Section 29) B.S. £ 4: - - Fees applied for 23 MAR 1942
Special Damage or Repair Fee (if any) (per Section 29.) £ 3: 3: Received by me, W.S. Shields
Travelling expenses (if chargeable) £ : : 19.

Committee's Minute As now subject
Assigned P.T.O.



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

"CAPE CORSO"

General Examination (contd)

fan engine, ballast pump, auxiliary feed pump, main and auxiliary condensers (tested), main and auxiliary engines generally.

Examined two main and one auxiliary boilers internally and externally with all mountings, doors and fastenings. Examined boilers under steam and adjusted their safety valves as already indicated.

Machinery tried under working conditions and found

efficient

Wear and Tear Repairs

Renewed auxiliary boiler combustion chamber girders stays, ballast pump water end, 30 tubes in auxiliary condenser.

Fitted 17 brass plugs to main Condenser.

Other minor repairs carried out.

The sailing of this vessel was delayed several times for reasons outside of our jurisdiction and, as the machinery was running well according to the chief engineer, it was decided not to open up any more than was necessary.

S.P. List Examined repairs to LP Astern Column and same appears satisfactory. The auxiliary boiler stopper tubes had already been renewed. Auxiliary steam distribution chest renewed.

W.S.S.

On account of damage done to the main engine during voyage from North Devon to North Devon and on return during various dates from 7.11.41 to 2.1.42, vessel placed in drydock. Examination of propeller blades off screw and blades of propeller, and fastenings. Blades of propeller (cast iron) found distorted and edges dull but chief engineer states that propeller not affected in any way. The 2" fasteners at base of the blades appear to be casting defects, one of which had already been cut out. It is recommended that propeller be specially examined and dry docked.

General Examination: Vessel placed in drydock. Examination of propeller, cast iron of screw, main engine, ventilating pump, condenser and boiler valves, dynamos and engines. (Signed) W.S.S.

Examined 3, 4, 5, and 6 for a period of 12 months subject to 17 main column being specially examined and dry docked without other corrosion.

W.S.S.

