

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

(Received at London Office)

Writing Report 5th Nov., 1959. When handed in at Local Office 1959. Port of Wellington, N.Z.
 Survey held at Wellington, N.Z. Date First Survey 4th Nov., Last Survey 5th Nov., 1959.
 (No. of Visits TWO (2))

on the Machinery of the Wood, Iron or Steel S.S. "CAPTAIN COOK"
 Gross 13876 Vessel built at Glasgow By whom Fairfield Co. Ltd. Year 1925 Month 4mo.
 Net 7675 Engines made at Glasgow By whom Fairfield Co. Ltd. When 1925 -
 Main Boilers 3DB 2SB Boilers, when made (Main) - (Donkey) -
 Owners Ministry of Transport & Civil Owners' Address -
 Aviation. (if not already recorded in Appendix to Register Book.)
 Managers Donaldson Bros. & Black Ltd. Port Glasgow Voyage -
 If Surveyed Afloat or in Dry Dock Afloat
 (State name of Dock.)

No. 90588 Port Gls.
 of Examination and Repairs (if any) AND DAMAGE
 Repairs, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of the repairs. Repairs on the cause of which must be stated) should be separated from repairs due to other causes; and besides the body of the report, should be briefly summarised at the end of the report. State also the dates and letters respecting this case.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).	
HULL	MACHINERY
BS* 1/59	MBS* CS 10/56
(Dr) 2/56	M 6/58
	CLp9/58
	s10/56N
	SPS2/58

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.
 Report made by anyone else? If so, by whom? No.
 Personally go inside each Main Boiler separately and make a thorough examination at this time?
 " Donkey " " "
 What reasons? What parts of the Boilers could not be thus thoroughly examined?
 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?
 Internal examination of each boiler? Present condition of funnel(s)
 Examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?
 Examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?
 Examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?
 Examine the drain plugs of the Main Boilers? and of the Donkey Boilers?
 Examine all the mountings of the Main Boilers? SURVEY CONFINED TO BELOW and of the Donkey Boilers?
 Shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?
 Been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?
 Oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the shaft.
 Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?
 Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?
 When referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.
 If not complete, state what arrangements have been made for its completion and what remains to be done. COMPLETE.

REPAIRS:-
 Attended on board and at Messrs. William Cable's workshops and examined fabricated port side main injection four-way branch piece. Branch Piece fitted between Port Main Injection Pump and Condenser. This found to be severely wasted in way of branches. Now temporarily repaired by means of electric welded doubling plates and subsequently satisfactorily examined under hydrostatic pressure test.
 In view of the general condition of this branch piece it is recommended that it be renewed on the vessel's return to the United Kingdom, considered efficient meanwhile.

Starboard Propeller: No definite cause known but damage stated suspected due to contact with Water Barges lying alongside vessel at Curacao 6th October, 1959.
 Damage first observed by member of crew at Wellington, N.Z. on 4th November, 1959.

NOTE:- The services of the Wellington Harbour Board skin diver obtained and an examination made of starboard propeller.
 Observations, Opinion, and Recommendation:- P.T.O.
 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 any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

Machinery of this vessel so far as now seen is eligible in my opinion to remain as classed, as previously recommended and to the Port side main injection four-way branch piece being renewed on the vessel's return to the United Kingdom and also to the Starboard Propeller being specially repaired and dealt with as necessary next dry docking.

Tear Repairs
 (per Section 23) £ 6 : 0 : 0 Fees applied for, 5th Nov. 1959.
 Age & Repair Fee (if any) £ 10 : 0 : 0
 (per Section 23.)
 Expenses (if chargeable) £ : 8 : 0
 Received by me, [Signature]

Surveyor's Minute
 TUESDAY 24 NOV 1959
 Defended to copy MBS-
 Subject F-1
 Noted for Header

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 Engineer Surveyor to Lloyd's Register of Shipping
 (L.O. CHRISTENSEN)
 Lloyd's Register Foundation
 002929-02937-0176

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

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

FOUND

Starboard side propeller, one blade tip slightly bent and segment of adjoining blade tip missing.

RECOMMENDED

That propeller blades be repaired as necessary.

In view of the minor nature of this damage and owing to the vessel's commitments and at the instance of the Owners it is recommended that repairs be deferred and the starboard propeller be specially examined at the vessel's next dry docking and dealt with as necessary. Propeller considered efficient meanwhile.

S.R.L. ITEMS:- Nothing done at this time.



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