

18 SEP 1962

13 SEP 1962

Rpt. 9

/NP

Date of writing report 12.9.62.

Received London

Port NEWCASTLE-ON-TYNE

Survey held at

No. of visits 6

First date 23.8.62.

Last date 4.9.62

No. 119177

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 56136 Name S.S. "CAPITOL"
 Owners North Thames Gas Board Managers Stephenson Clarke Ltd. Gross tons 1558 Date of build 6-1941
 Engines made 1941 By N.E. Marine Eng. Co. (1938) Ltd. Sld. Port of Registry London
 No. of Main Engines 1 No. of Screws 1 Type T3Cy.
 No. of Main Boilers 1 SB W.P. 200 lb.
 No. of Aux./Donkey Boilers 1 W.P. 100 lb.

Records of Survey & Special Notations as per Register Book

Hull	Machinery
*100A1 with freshboard	*IMC
ES 7.58	ES 7.58
Docking 8.61	MBS 8.61
	DBS 8.61
	CL 8.61
	sps 12.60

Surveyed Afloat or in Dry Dock Both
 Nature of Survey Docking, TSCL, BS, Gen. Examn.
 Was Damage Report issued? Int. Cert.? Yes
 Last Report (For Head Office only)

The condition of any of the following items is to be described as "good" only when the part 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 it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; 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.

DOCKING Propeller **Good** Wear Down of Stern Bushes .032" after re-wooding Oil Glands Sea Connections **Good**
 Fastenings **Good** Has Screwshaft been drawn? **Yes - Good** Date of Examination Has Shaft been changed?
 Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?
 MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
 Cyls., Covers, Pistons & Rods **HP & LP Good**
 Valves & Gears **HP & LP Good**
 Connecting Rods, Side
 Pop Ends & Guides Centre
 Crankpins & Bearings Side
 Centre
 Journals & Bearings
 MAIN ENGINE DRIVEN AIR COMPRESSORS
 Cyls., Covers, Pistons & Rods
 Connecting Rods & Top Ends
 Crankpins & Bearings
 Journals & Bearings
 Valves & Safety Devices
 MAIN ENGINE DRIVEN SCAVENGE PUMPS
 Cyls., Covers, Pistons & Rods
 Connecting Rods & Top Ends
 Crankpins & Bearings
 Journals & Bearings
 SCVENGE BLOWERS
 RECHARGERS
 TURBINES
 Gears, Rotors, Blading, Bearings & Thrusts

MAINTENANCE OF MACHINERY AND RECOMMENDATIONS
 The machinery of this vessel so far as now seen is in an efficient condition and eligible in our opinion, to remain as now classed with fresh records MBS 9/62, DBS 9/62 and eligible for postponement of Special Survey till March, 1963, and that her Machinery Classification Record be continued in the Book.
 Have Main Engines been tested working and manœuvring? **Yes**

FRIDAY - 5 OCT 1962
 Defered for comp ES
 but align TS 18.62
 MBS 9.62
 DBS 9.62

Noted for Header

J. L. Jarvie. J. W. Walker
 Engineer Surveyor to Lloyd's Register of Shipping
 J.N. JARVIE. J.W. WALKER.

003191-003199-0148/2

If certificate is required state where to be sent.

Port of NEWCASTLE-ON-TYNE.

on the S.S./M.S. "CAPITOL"

It is considered that the request for postponement of Special Survey until March, 1963, may receive the favourable consideration of the Committee.

Note: Sternbush lower half rewoded on account excessive clearance 7/32"

JNW

- 32 Essential Independent Pumps (Identify by position)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers
- 36 Lub. Oil Coolers
- 37 Heaters (state service)
- 38 Independent Air Compressors, Coolers & Safety Devices
- 39 Air Receivers & Safety devices—Main
- 40 Auxiliary
- 41 Oil Fuel Tanks (Not forming part of hull structure)
- 42 Evaporators
- 43 Have Evaporator Safety Valves been tested under steam?
- 44 Steering Machinery
- 45 Windlass
- 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

Forced Draught Fan Engine (E.R.S. Std.) Good

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			Generators & Governors Good
b Exciters			Motors Good
c Air Coolers			Switchboards & Fittings Good
d Motors			Cables Good
e Air Coolers			Insulation Resistance Good
f Control Gear, Cables, etc.			Insulating Oil Test Good
g Insulation Resistance			Overspeed Governors Good
h Insulating Oil Test			Magnetic Couplings Good
i Overspeed Governors			Air Gap Good
j Magnetic Couplings			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN 28.8.62. Good

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to Sat. 200 lb./sq. in.

Boiler Securing Arrangements Good

Main Economisers Good

Steam Heated Steam Generators Good

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Coal fired

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnels Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items are subjects of class)

Repairs:

Main Boiler:- Centre furnace found fractured circumferentially (approx. 30") in way underside of Gourlay No. 1 furnaces cut out and satisfactorily repaired by E.W.

Port wing furnace found fractured in similar manner (length of fracture approx. 5"). Fractures in both furnaces cut out and satisfactorily repaired by E.W.

A number of combustion chamber back stays found leaking slightly, nuts removed, plates in way of stays caulked and nuts refitted.

Several leaking plain tubes expanded as required.

On completion of repairs main boiler examined under hydraulic test and found tight.

Donkey Boiler:- Safety valve chest securing studs found wasted and satisfactorily removed at this time.

Further minor repairs effected to mountings of main and donkey boilers as required.

A General Examination of the machinery for postponement of Special Survey has been held at this time and it is submitted that the items enumerated above which were opened up, examined and found in good order may be counted towards the Special Survey if requested by the Owners. (See London letter to Owners dated 11/9/62)

TSCL £5. 0. 0.

B.S. £17. 0. 0.

Gen. Examination £15. 0. 0.

Damage fee ...

Expenses ...

Date when A/c rendered 17 SEP 1962