

WRECK SECTION 16 JUN 1958

Rpt. 9

Date of writing report 26-5-1958 No. Received London BOMBAY Port BOMBAY No. 12877
Survey held at BOMBAY No. of visits 2 First date 13-5-58 Last date 20-5-58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 23078 S.S. Name "OOSTCAPELLE" Gross tons 751 Date of build 1921 - 7
Owners Merchant Steam Nav. Co. (Private) Ltd. Managers Port of Registry BOMBAY
Engines made Sliedrecht N.V. Scheeps. De Klop Type 3 Cy
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.P. 185 lb
No. of Aux./Donkey Boilers - W.P. -

ed Afloat or in Dry Dock Afloat
of Survey Repair
Damage Report issued? No Int. Cert.? Yes

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
+ 100A1	5-57	+ LMC	1-54
ss (Dr)	1-50	M	6-57
ss Bom	1-54	TS OG	6-58

Report (For Head Office only)

12624 - Bom

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 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 pushing 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.

CKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections

tenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?

Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

IN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

s., Covers, Pistons & Rods

ves & Gears

necting Rods, { Side
Ends & Guides } Centre

nkpins & { Side
rings } Centre

rnals & Bearings

IN ENGINE DRIVEN AIR COMPRESSORS

s., Covers, Pistons & Rods

necting Rods & Top Ends

nkpins & Bearings

rnals & Bearings

lers & Safety Devices

IN ENGINE DRIVEN SCAVENGE PUMPS

s., Covers, Pistons & Rods

necting Rods & Top Ends

nkpins & Bearings

rnals & Bearings

ers

AVENGE BLOWERS

PERCHARGERS

IN TURBINES

ings, Rotors, Blading, Bearings & Thrusts

HAUST STEAM TURBINES (WITH RECI. ENGINES)

AM COMPRESSORS

UTCHES & HYDRAULIC COUPLINGS

DUCTION GEARING

RUST BLOCKS, SHAFTS & BEARINGS

ERMEDIANE SHAFTS & BEARINGS

LDING DOWN BOLTS & CHOCKS

NDENSERS (MAIN & AUX.)

AM RE-HEATERS

-SUPERHEATERS

IP & MANOEUVRING VALVES

IN ENGINE DRIVEN PUMPS

ANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

ION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is eligible in my opinion to remain as classed without fresh record of survey, subject to all conditions at present attached to the machinerys class being dealt with as previously recommended.

TUESDAY 27 JUN 1958

Decision Defered for ES (by 159)

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R.K. Stevenson
Engineer Surveyor to Lloyd's Register of Shipping
Lloyd's Register of Shipping Foundation

003706-003111-0090

If certificate is required state where to be sent.

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).....

PROPULSION		ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PORT	STARBOARD				
a Generators.....				l Generators & Governors.....	
b Exciters.....				m Motors.....	
c Air Coolers.....				n Switchboards & Fittings.....	
d Motors.....				o Circuit Breakers.....	
e Air Coolers.....				p Cables.....	
f Control Gear, Cables, etc.....				q Insulation Resistance.....	
g Insulation Resistance.....				r Steering Gear Generators and Motors.....	
h Insulating Oil Test.....				s Navigation Light Indicators.....	
i Overspeed Governors.....					
j Magnetic Couplings.....					
k Air Gap.....					

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

MAIN..... AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves.....

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to { Sat.....
Spt.....

Boiler Securing Arrangements.....

Main Economisers..... Exhaust Gas Heated Economisers.....

Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Forced Circulating Pumps.....

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

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 which are subjects of class)

Repair : Examined the thrust shaft coupling to crankshaft as the Owners stated that 2 coupling bolts had broken during the last voyage but had been replaced with new bolts. The bearing marks inside the bolt holes showed the bolts to be bearing on only a very small part of their length and in some cases on only spots on the circumference, the thrust shaft also found to be low. The after coupling of the thrust broken, the thrust shaft re-aligned the bolt holes spaced out and new bolts (specially) made from tested material and fitted.

LEAVE THIS SPACE BLANK

Survey fees £. 150/-

Damage fee

Expenses... .. £. 15/-

Date when A/c rendered..... 28-5-1959.