

Rpt. 9A REPORT OF MACHINERY SURVEYS AND REPAIRS (ENGINES AND AUXILIARIES)
FOR CONSIDERATION BY THE COMMITTEE OF LLOYD'S REGISTER OF SHIPPING

Received London
18. NOV. 1965

Ship's Name **ALVA CAPE** LR 501308
Gross tons 11252 Port of Registry LONDON Port MALTA
Date of build 9/53 Is there a rpt. 8? Yes Rpt. No. 3400/A
No. of visits 11 First date 23.7.65 Last date 8.8.65
Interim Cert. issued & copy herewith? yes B.1-299 Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only) M/LT 3400
Date of completing rpt. 5.11.65 Surveyed at, if different from Port above ---
Is a rpt. 9B attached? Yes MN 1430 Nature of survey CSM, TSCL, ABS & Reprs.
Survey fees Damage fee Expenses £5 - 10 - 0d
CSM £50 - 0 - 0d
TSCL £12 - 10 - 0d
ABS £27 - 10 - 0d
Repairs £25 - 0 - 0d S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., ~~XXXX~~ Nos. 1, 2, 3, 4, 5 & 6 - Good.
pistons & rods
2 Valves & gears All good.
3 Con. rods, cross-heads, bearings & guides centre Nos. 1, 2, 3, 4 & 6 - Good Side Nos. 1,2,3,4 - Good.
4 Crankpins & bearings centre Nos. 1, 2 & 6 - Good Side
5 Journals & bearings Nos. 1, 6 & 7 - Good

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers, pistons & rods 7 Con. rods, cross-heads & bearings
8 Crankpins & bearings 9 Journals & bearings
10 Coolers & safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers Ford. Centre & Aft - Good 12 ~~XXXXXXXXXX~~
pistons & rods
13 ~~XXXXXXXXXX~~ 14 ~~XXXXXXXXXX~~
MAIN TURBINES (State Port—P or Starboard—S) 15 Levers All good

16 Casings, rotors, blading, bearings, & thrusts

17 Reduction gearing

18 Scavenge blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed with/without fresh record of CSM (with date) upon completion; TSCL 7/65; ABS 7/65, when the safety valves of both boilers have been adjusted under steam and the oil burning system and remote controls examined in accordance with the Rules. Also without special condition regarding the Main Engine Nos. 1 & 2 cylinder liners and the Main Engine forward sea water circulating pump discharge valve and the auxiliary condenser overboard discharge valve, but subject to any other conditions of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

R.W. Davies
Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

MONDAY 29 NOV 1965

Deferred for comp ABS
TS 8.65 without spec

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All part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; this need not be done when the machinery is on a continuous survey basis. When any part has been subject to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

Exhaust steam turbines (with recip. eng.)	20	Thrust blocks	21	shafts & bearings
Steam compressors	22	Intermediate shafts & bearings	23	
Clutches & hydraulic couplings	24	Condensers (main & aux.)	25	
Steam re-heaters	26	Air ejectors (main & aux.)	27	
De-superheaters	28	Forced &/or induced draught fans	29	
Stop & manoeuvring valves	30	Holding down bolts & chocks	31	Good
Main engine driven pumps	33			Detuner or vibration damper

State
Port P. or
Starboard S.

Crankcase doors & explosion relief devices	34	Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)	35	Yes
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Essential independent pumps	36	P & S steering gear hydraulic; Starboard outboard O.F. service; Forward S.W. circulating - All good.
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Bilge, ballast & oil fuel suction lines, fittings & controls	37	Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?	38
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Fresh water coolers	39	Lub. oil coolers	40
Heaters (state service)	41	Starboard O.F. outboard - Good	42
Auxiliary air receivers & safety devices	43	Feed water filters	44
Main air receivers & safety devices	45	Starting air pipes	44
Independent air compressors coolers & safety devices	46		

Identify
by
position

Oil fuel tanks (not forming part of the hull structure)	47	Evaporators	49	HP & LP	50	Distillers
Have all evaporators safety valves been tested under steam?	48	Steering machinery	52	Good	53	Windlass
Fire extinguishing arrangements	51					Good

AUXILIARY ENGINES

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

Wear & Tear Repairs

Found Port steering gear hydraulic pump main bearings severely worn and journals in way similarly affected.

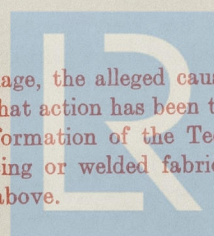
Now Done Engine builders new crankshaft and bearings now fitted. Only stamping visible was J.W.B. but stated by Owners' Representative to have been made under the Society's Survey.

Damage - Repairs

Found Forward and centre main engine scavenge pumps. Bottom cover of forward scavenge pump broken in way of piston rod gland to an extent of approximately half the circumference, and for approximately 2" to 3" in.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.

Contd/.....



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Now Done Both covers removed from ship to workshops ashore. Placed on boring machine and defective areas bored out concentric. New mild steel circular section made to fit opened out section, machined all over, to take scavenge pump piston rod glands, and held in place by 8 mild steel studs and nuts, securely tightened and laced by steel wire. Upon completion of repairs the covers were returned to the ship. The scavenge pumps re-assembled and a prolonged dock and sea trial of engines carried out with satisfactory results.

S.R.L. No. 238 (1) Main engine No. 2 cylinder liner (Metalocked) 11/64 to be specially examined by 5/65.

(2) Main engine forward sea water circulating pump discharge valve to be renewed at earliest opportunity or by 5/65 (6 months).

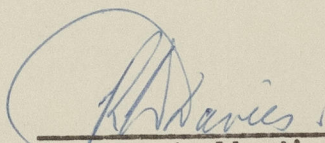
(3) Main engine No. 1 cylinder liner (Metalocked) 1/65 to be specially examined by 7/65 (6 months).

(4) Wasted and holed and now cemented auxiliary condenser overboard discharge valve chest to be renewed by 5/65 (4 months).

Now Done Main engine Nos. 1 & 2 cylinder liners renewed with engine builders new spares.

Main engine forward sea water circulating pump discharge valve, and auxiliary condenser overboard discharge valve chest renewed, with ship builders supplied spares.

It is therefore submitted that these conditions of class be deleted from the S.R. List.



R.W. Davies
Surveyor to Lloyd's Register of Shipping



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