9.

No. 2458

port of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office JUN 23 1939)

writing Report 7th June 1939 When handed in at Local Office 19 Port of CAPE TOWN

Survey held at CAPE TOWN Date, First Survey 29th May Last Survey 1st June 1939 (No. of Visits 2)

23 on the Machinery of the [redacted] Steel SC. "SWAZI"

Gross 247 Vessel built at Northwich By whom W. J. Yarwood & Sons Ltd. When 1927-11

Net 105 Engines made at — do — By whom — do — When 1927

r 30 Boilers, when made (Main) 1927 (Donkey) —

Boilers 1 Owners Theseus S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

ey Boilers — Managers Mitchell Cotts & Co. (S.A.) Ltd. Port Cape Town Voyage Coasting

sure— Boilers 140 lbs. If Surveyed Afloat or in Dry Dock Yes (State name of Dock.)

y Boilers —

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.1.		+L.M.C. 3.36
7 38 ~~5.38~~		B.S. 5.38.
S.S.C.Tn. No. 2-36		S. 7.38.

CARGO BATTENS NOT FITTED.

eport No. Port

ulars of Examination and Repairs (if any) B.S.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and ing detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

cases where the Surveyor has not made a special damage report he is required to state whether he his services for this purpose, and why they were declined —

mage report made by anyone else? If so, by whom? —

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

" Donkey " " " —

not done, state for what reasons? —

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

special means, in the absence of internal examination, were adopted by the r to assure himself of the thorough efficiency of those parts of each Boiler? —

st date of internal examination of each boiler 29th May 1939 Present condition of funnel(s) Good.

rveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 140 lbs □"

rveyor examine the Safety Valves of Donkey Boiler? — To what pressure were they afterwards adjusted under steam? —

rveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? —

rveyor examine the drain plugs of the Main Boilers? —, and of the Donkey Boilers? —

rveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? —

shaft now been drawn and examined? NO Is it fitted with continuous liner? — Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

now been changed? — If so, state reasons —

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

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

gine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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.? —

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

The Vessel was placed on a Slipway, propeller and fastenings of sea-connections examined.

A new propeller was fitted

The Boiler was examined internally and externally, its mountings were examined and Safety Valves adjusted under steam to the above pressure.

eral Observations, Opinion, and Recommendation:— The machinery of this Vessel

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, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

is eligible in my opinion to remain as classed, with record of B.S. 5.39.

y Fee (per Section 29) B.S. £ 4 : 4 : 0 Fees applied for 3/6/1939

l Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

lling expenses (if chargeable) £ : 8 : 6

nmittee's Minute FRI 14 JUL 1939

igned B.S. 5.39

A. W. Boyle

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

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