

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

(Received at London Office.

30th Oct 1957

When handed in at Local Office

19

Port of CAPE TOWN

CAPE TOWN

Date.

First Survey 22nd Oct.

Last Survey 30th Oct 1957

(No. of Visits 6)

ery of the Wood, Iron or Steel

S.S. "SWAZI COAST"

Vessel built at Northwich

By whom W. J. Yarwood & Sons Ltd.

Year. Month.

When 1927 - 11

Engines made at Do

By whom Do

When 1927

Boilers, when made (Main) 1927

(Donkey) -

Owners Thesen's S.S. Co. Ltd.

Owners' Address -

(if not already recorded in Appendix to Register Book.)

Managers Coast Lines Africa (Pty) Ltd.

Port CAPE TOWN

Voyage -

If Surveyed Afloat or in Dry Dock Both; SAR Slipway.

(State name of Dock.)

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)
+100AI 8.55		+LMC 5.53
		BS 6.56
S.S.C.Tn.(Dr) 5.53		TS 8.55
Ex - "SWAZI" - 53		
Mchy aft		

Port

tion and Repairs (if any) Mchy Damage

must be reported in detail and serialim in the terms of the Rules. State clearly the cause of the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage should be separated from Repairs due to other causes; and besides being detailed in the body summarised at the end of the report. State also the dates and initials of any letters respecting

or has not made a special damage report he is required to state whether he offered his services ere declined Rpt 10 Attached

anyone else? If so, by whom? No

side each Main Boiler separately and make a through examination at this time? -

Donkey "

What parts of the Boilers could not be thus thoroughly examined? -

ice of internal examination, were adopted by the e thorough efficiency of those parts of each Boiler? -

nation of each boiler -

Present condition of funnel(s) Efficient

fety Valves of the Main Boilers? -

To what pressure were they afterwards adjusted under steam? -

fety Valves of the Donkey Boilers? -

To what pressure were they afterwards adjusted under steam? -

anholes, doors and their fastenings of the Main Boilers? -

, and of the Donkey Boilers? -

in plugs of the Main Boilers? -

, and of the Donkey Boilers? -

mountings of the Main Boilers? -

, and of the Donkey Boilers? -

own and examined? Yes

Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? Yes

No If so, state reasons -

Has the shaft now fitted been previously used? -

Has it a continuous liner? -

nce fitted at the after end? -

State date of examination of Screw Shaft 23/10/57

State the wear down in the

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No

generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

what arrangements have been made for its completion and what remains to be done Complete

Now Done):-

on slipway, the propeller & fastenings of sea connections & stern bush examined aced in good condition.

l shaft without liner examined & found or now placed in good condition.

sustained as result of grounding at N.E. side of Robben Island on 20th Oct. 1957.

ticulars please see separate Damage Report No C-422, copy attached.

on on slipway the undersigned:

Found

Recommended

l cast iron; all blades

To renew propeller.

ss, the remaining parts

g respectively 2' - 2";

2' - 8".

P.T.O.

inion, and Recommendation:-

tion, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon th's survey, and also any alteration records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11 B&MS 9,11 XLMC 9,11 or XLMC 140 lb., FD, &c.)

CS 3,34

of this Vessel so far as now seen is in good & safe working condition & eligible e continued as classed with fresh record of Tail Shaft seen 10.57

TS £ 4:0 : 0

Fees applied for

25/10/57

ny) £ : :
tion 23.) Stamp 2 6

Received by me,

- 19

THURSDAY 12 DEC 1957

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003605-003610-0027

Found

Tail Shaft

Recommended:

To withdraw for examination & to test
in lathe for truth.

The above recommendations were now efficiently carried out.
Interim Certificate "B1" issued, copy attached.

*Docking, damage due to grounding
All propeller blades broken off, propeller removed
Screwshaft examined*

*It is submitted that this
vessel is eligible for TIE
RECORD. TS 10/57*

*982 OM
3/12/57*



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