

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)  
 Date of writing Report 12th Sept. 1944. When handed in at Local Office 12th Sept. 1944. Port of CAPE TOWN.  
 No. in Survey held at CAPE TOWN. Date, First Survey Aug. 28th. Last Survey August 31st 1944.  
 (No. of Visits Two.)

14412. on the Machinery of the ~~Wood, Iron or Steel~~ Sc. "S W A Z I".  
 Gross 247 Vessel built at Northwich. By whom W.J. Yarwood & Sons, Ltd. Year 1927 Month 11  
 Net 105 Engines made at Do. By whom Do. When 1927.  
 R 30 Boilers, when made (Main) 1927. (Donkey) -  
 Power Main Boilers 1 SB Owners Thesen's Steamship Co. Limited. Owners' Address -  
 (if not already recorded in Appendix to Register Book.)  
 Donkey Boilers - Managers Mitchell Cotts & Co. (S.A.) Ltd. Cape Town Voyage -  
 Pressure Main Boilers 140 lb. If Surveyed Afloat or in Dry Dock Slipway, Cape Town Docks.  
 Donkey Boilers - (State Name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book and 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.		+ LMC.
8. 1. 44.		MS. 1. 44.
SS.C.Tn.No. 3-8.39.		BS. 1. 44.
SS.C.Tn.No. 1-43.		N.TS. 4. 43.
Cargo battens not fitted.		

Report No. Port Docking and Tailshaft.

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

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

A damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Was not done, state for what reasons?

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

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

Latest date of internal examination of each boiler Present condition of funnel(s).

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? No. Is an approved appliance fitted at the after end of the shaft to permit of its being efficiently lubricated? No.

Shaft now been changed? Yes. If so, state reasons. Shaft found badly pitted and scored.

Has the shaft now fitted been previously used? No. Has it a continuous liner? No. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.

Date of examination of Screw Shaft 28/8/44 State the distance between ligum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Close fit.

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done. Complete.

NOW DONE. Vessel placed on a pontoon. Propeller, stern bush, screwshaft and outside fastenings of sea connections examined.

The screw shaft found badly pitted, and now replaced with new screw shaft and stern bush, oil gland (not approved) completely overhauled. New shaft marked -

LLOYD'S TEST  
 E.3355  
 28/8/44 A.H.B.

The existing shaft will be skimmed up and retained for use as spare.

General Observations, Opinion, and Recommendation: The machinery of this vessel, as now

(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, etc.; thus, for example, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or CS 3,34.)

seen, is in safe working condition, and eligible in my opinion to remain as classed, with record

of Tailshaft New 8,44.

Survey Fee (per Section 29) New.T.S. £ 6: 6: 0

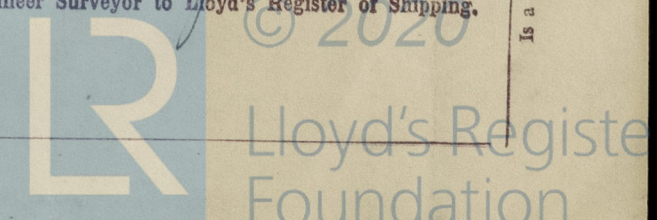
Special Damage or Repair Fee (if any) (per Section 29.) £ : : Fees applied for 11/9/1944.

Travelling expenses (if chargeable) £ 9: 0: 0 Received by me, 19.

Committee's Minute As now without 3rd cond

Assigned SN 8.44

B.Y. Baelfout.  
 Engineer Surveyor to Lloyd's Register of Shipping.



003605-003610-0038

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

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

Brew shaft renewed.

It is submitted that  
this vessel is eligible to  
remain as ~~Classed~~ S.N. 8.44.  
without special conditions.

L.F.  
21/11/44.



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