

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

2 AUG 1949

(Received at London Office)

Report made on 7-7-1949 When handed in at Local Office 7-7-1949 Port of CAPE TOWN
Survey held at Cape Town Date, First Survey 2-6-1949 Last Survey 6-7-1949 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel S. S. "BOKKEVELD"
Year 1919 Month 8
2481 Vessel built at Port Glasgow By whom Dunlop & Bremner & Co. Ltd.
1442 Engines made at - do - By whom - do -
262 Boilers, when made (Main) 1919 (Donkey) -
2 Owners Arden Hall Steamship Co. (Pty) Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Moller Line S.A. (Pty) Ltd. Port Cape Town Voyage
If Surveyed Afloat or in Dry Dock Sturrock Dock. (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) |
|---|-----------------------------|---|
| B.C. | | |
| No particulars available | | |
| + (red line) | 7.48 | + |
| S.S. 511 No. 3-10.32 | | |
| S.S. 10.1.37 | | |

Examination and Repairs (if any) Reported Defects
Repairs, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 the details 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.

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.
Did you personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? -
If done, state for what reasons? Boilers not prepared for survey

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?
Means of internal examination of each boiler

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

Did you examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers?
Did you examine the drain plugs of the Main Boilers? - and of the Donkey Boilers?

Were all the mountings of the Main Boilers examined? - and of the Donkey Boilers?
Has it 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?

Has it been changed? - If so, state reasons
Has it 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?

Examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"
Is electric light and/or power fitted? -

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? -
If not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Whilst the vessel was in Dry Dock to have the cement reinforcement, fitted as a war measure -
around Main and Auxiliary sea inlet, removed, the propeller, outerend of stern-bush and sea
inlet fastenings examined and found good.

The fastenings of Main and Auxiliary sea inlet specially examined after the cement had been
removed and found good.

DEFECTS:
Defects to the Port boiler were reported, and on examination the back plate of Port com-
bustion chamber was found to be holed near a side screw stay and the back plate thin at the turn
plate and around two further stays, all due to corrosion from the water side. /OVER

Observations, Opinion, and Recommendation: - The Machinery of this vessel, as far as
concerns, 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 if
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
any other rule (e.g. L.M.C. 140 lb., F.D., etc.)
CS 3,34.
The vessel, as far as concerns, is in efficient condition, and eligible, in my opinion, to remain as classed in the
Register Book.

Section 29 £9 : 9 : 0
Survey or Repair Fee (if any) £ : :
(per Section 29.)
Fees (if chargeable) £ 11 6

Fees applied for 6-7-1949
Received by me, 19

Signature of Engineer Surveyor to Lloyd's Register of Shipping

Minute FRI 23 SEP 1949

005187-005193-0533



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

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

Three stays have now been removed and the back plate in way of the corrosion built up by electric welding on the fire side.

Three new stays fitted.

The boiler afterwards examined under hydraulic test and found good.

H. M. Love



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Foundation