

27. DEC. 1961

Rpt. 9

Date of writing report 5/12/61
Survey held at CAPE TOWN

Received London
No. of visits 1

Port CAPE TOWN
First date and Last date 29/11/61

No. 6420

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 12253 Name S.S. "SOUTH AFRICAN FINANCIER (ex "Gemsbok") Gross tons. 9221 Date of build 8 - 1942
Owners Springbok Shipping Co., Ltd., Managers - Port of Registry Cape Town
Engines made 1942 By J.G.Kincaid & Co., Ltd., Type T 6Cy. & LP turbines with DR gearing & hydraulic couplings.
No. of Main Engines 2 No. of Screws 2
No. of Main Boilers 5 W.P. 220 lbs.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey C.S.,
Was Damage Report issued? No Int. Cert? Yes
Last Report (For Head/Office only)

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
+100Al with freeboard		+LMC	
S.S.	12/56	E.S.	7/56
D.S.	2/61	M.B.S.	5/61
		T.S.C.L.	p 5/59
			s 2/61
		S.P.S.	10/58

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The condition of any of the following items is to be described as "good" only when the part 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 it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls, Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides Side Centre

4 Crankpins & Bearings Side Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this vessel as now seen is in an efficient condition and eligible in my opinion to remain as classed with fresh record of C.S. (with date) when the survey has been completed; subject to all outstanding conditions attached to the vessel's class as previously recommended.

ES

WEDNESDAY 10 JAN 1962

Date of Committee

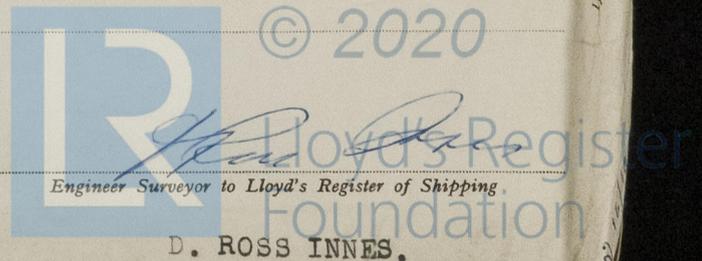
Decision

As now, subject

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REMPRESS

Note C.I.U. (ES)



D. ROSS INNES

