

B.C. CLASS.

No. ....

No. 4144

B.C.

Rpt. 9.

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

(Received at London Office 116 SEP 1950)

Date of writing Report 25-8-1950 When handed in at Local Office 25-8-1950 Port of CAPE TOWN

No. in Survey held at Cape Town Date, First Survey and Last Survey 16-8-1950 (No. of Visits 2)

Reg. Book. 35113 on the Machinery of the Wood, Iron or Steel M.V. "BECHUANA"

Tonnage Gross 401 Vessel built at Haverton Hill-on-Tees By whom Furness S.B.Co.Ltd. Year 1941 Month 3

Net 211 Engines made at Glasgow By whom British Auxiliaries Ltd When 1944

Nominal Horse Power 240 BHP Boilers, when made (Main) - (Donkey) -

No. of Main Boilers - Owners Union S.S. Co. of South Africa Ltd. Owners' Address - (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers - Managers Coast Lines Africa (Pty) Ltd Port Cape Town Voyage -

Steam Pressure - In Main Boilers - If Surveyed Afloat or in Dry Dock Afloat (State Name of Dock.)

In Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).

Last Report No. 4130 Port C.T.N

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and serially 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.

In 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. Copy attached

Was 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? -

If this was not done, state for what reasons? -

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

Also 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? -

State 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? -

Has screw shaft now been drawn and examined? - 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 shaft now been changed? - If so, state reasons -

Has the 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? -

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. -

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

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

Now done for damage to the Main Engine caused through failure of the 2" Main Gear Shaft connected to reversing gear and fuel pump drive shaft on the 12th August, 1950, whilst the vessel was on a voyage from Cape Town to Port Nolloth.

The vessel was towed back to this port and on examination the shaft was found to be broken near the coupling flange without any apparent external cause.

No further damage had been sustained.

A new shaft has now been made and fitted.

## General Observations, Opinion, and Recommendation:—

(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 LMC 140 lb., F.D., etc.)

CS 3,34. The Machinery of this vessel, as now seen, is in efficient condition, and eligible, in my opinion, to remain as classed in the Register Book.

Survey Fee (per Section 29) £ : : Fees applied for 17-8-1950

Special Damage or Repair Fee (If any) (per Section 29.) £ 6 : 6 : 0 Received by me, 19

Travelling expenses (if chargeable) £ 11 0

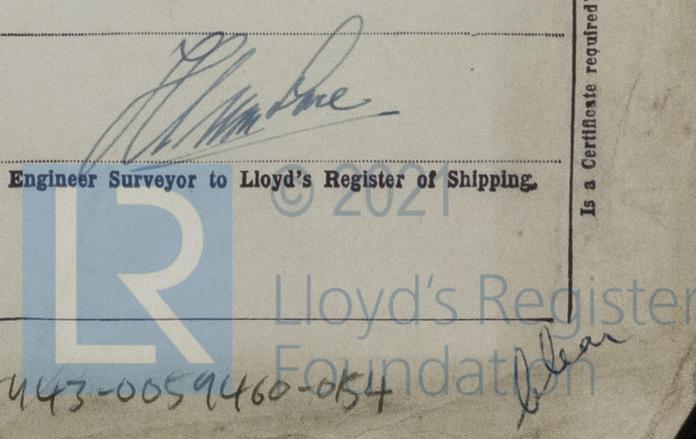
Committee's Minute TUES 26 SEPI 1950

Assigned As noted

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.S. * 2,50		M.B.S. * 2,49
Coasting Service		TS (OG) 2,49
S.S.Ctn. - 2,49		
A.S. 9,49		

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

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



machinery damage repairs  
Reversing gear and fuel pump drive, main  
gear shaft broken. A new shaft fitted.

It is submitted that this  
vessel is eligible to remain  
as **CLASSED**. *jm*

22-9-50



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