

Ship's Name ~~SS~~/MS "MASHONA COAST"

Gross tons 413

Is there a rpt. 8?

Port CAPE TOWN

Rpt. No. 6018

No. of visits
Interim Cert. issued
& copy herewith?First date
Damage rpt. issued
& copy herewith?Last date
Last rpt. (H.Q. only)Date of
completing rpt.

Surveyed at, if different from Port above

Is a rpt. 9A
attached?

Yes

MN

Nature of survey

Survey fees

Damage fee

Expenses

S.A. fee

DOCKING

Propeller	Good	Sea connections	Good	Oil gland	Good
Fastenings	Good			Wear down of stern bush	.075"
Has screw/tube shaft been drawn?	No			Date of examn.	-
Has shaft been changed?	-		Has shaft now fitted been previously used?	-	
-		Has shaft now examined/fitted a continuous liner?	-	Approved oil gland?	-

~~BOILERS OPENED UP AND EXAMINED~~ (Identify by position and state latest date of internal examination of each boiler.)
AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG) MAIN

Air heaters	
Superheaters	
Safety valves	
Mountings, doors and fastenings	
Safety valves adjusted to	Sat Spt
Boiler securing arrangements	
Main economisers	Exhaust gas heated economisers
Steam heated steam generators	Steam generator safety valves adjusted to
Forced circulating pumps	Funnel
Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?	Were oil burning system & remote controls examined in accordance with rules?

I recommend that the machinery of this ship remain as classed ~~XXX~~/without fresh record ~~XX~~ ;
subject to screwshaft being renewed by end of March, 1964

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

WEDNESDAY 29 JAN 1964

Minute

See Rpt 9A

Surveyor to Lloyd's Register of Shipping,
D. ROSS INNES.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

~~EXAMINATION AND TESTING OF STEAM PIPES~~ (state material)

MAIN
AUXILIARY
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

ELECTRICAL EQUIPMENT

PROTECTIONS (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	
a Generators		l Generators & governors	Good
b Exciters			
c Air coolers		m Motors	Good
d Motors			
e Air coolers		n Switchboards & fittings	Good
f Control gear cables, etc.		o Circuit breakers	Good
g Insulation resistance		p Cables	Good
h Insulating oil test		Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
Magnetic couplings		s Navigation light indicators	Good
k Air gap			

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

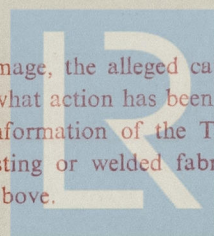
Now done: Machinery generally examined and tested and found efficient, the Chief Engineer reports favourably on its condition.

Electrical installation generally examined and megger tested and found efficient. Minor repairs only found necessary.

S.R.L. Screwshaft partly examined by slacking back OG and found to continue efficient, there being little change from last examination in 1962, the oil gland being efficient since then.

In view of the fact that the vessel will be scrapped on arrival of the new "Swazi Coast" in February next, it is recommended that the screwshaft be renewed by end of March, 1964, being considered efficient meanwhile.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.



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