

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

Date of writing Report 8-3-1951 When handed in at Local Office 8-3-1951 (Received at London Office 2 APR 1951)
 No. in Survey held at Cape Town Port of CAPE TOWN
 Reg. Book. 68692 Date, First Survey 18-10-50 Last Survey 15-2-1951
 on the Machinery of the ~~Wood, Iron or Steel~~ M.V. "MASHONA" (No. of Visits 12)

Gross 413 Vessel built at Haverton Hill on Tees By whom Furness S.B.Co.Ltd. Year 1944 Month 6
 Net 224 Engines made at Stockport By whom Mirrlees Bickerton & Day Ltd. When 1944
 nominal Horse Power 275 BHP Boilers, when made (Main) Owners Union S.S. Company of South Africa Ltd. (Donkey) -
 No. of Main Boilers - Managers Coast Lines Africa (Pty) Ltd. Port Cape Town Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Both Voyage
 Steam Pressure - In Main Boilers - (State Name of Dock.) Cape Town Slipway
 In Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).

ast Report No. Port
 Particulars of Examination and Repairs (if any) T.S. and A.S. and fitting new Engine

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.

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. Please see Cape Town Report No. 4155.

as 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?

this 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?

the latest date of internal examination of each boiler.

did the Surveyor examine the Safety Valves of the Main Boiler?

did the Surveyor examine the Safety Valves of Donkey Boiler?

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

did the Surveyor examine the drain plugs of the Main Boilers?

did the Surveyor examine all the mountings of the Main Boilers?

screw shaft now been drawn and examined? Yes No

shaft now been changed? Yes If so, state reasons Corroded at big end of taper

the shaft now fitted been previously used? No Has it a continuous liner? No

date of examination of Screw Shaft 2-2-50 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft .033"

Engine parts, when referred to by numbers, should be counted from forward.

did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Please see also Cape Town Report No. 4155.

OW DONE:

Vessel placed on the Slipway, tailshaft drawn inboard, propeller, tailshaft and sternbush

examined and found or placed in good condition.

All sea-connections opened up same with fastenings examined and found good.

All auxiliary machinery, including starting air receiver, with mountings, opened up,

examined and found good.

The valves, cocks, pipes and strainers of the pumping arrangements examined and after-

wards tested under working conditions and found good.

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by Fee (per Section 29) £49-0-0
 ec. Instlln. 8-0-0
 al Damage or Repair Fee (if any) £ : :
 (per Section 29.)
 velling expenses (if chargeable) £ 2-3-6

Committee's Minute THU 10 MAY 1951

igned MBS * 2,51

NE * 2,51 S.(N) 2,51

CERTIFICATE WRITTEN.

011461-011468-0126

For J.W. Jones Evans & Self

Engineer Surveyor to Lloyd's Register of Shipping.

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Electrical Equipment examined and tested as required by the Rules and found good.

REPAIRS DAMAGE:

A new engine seating fitted, as per approved plan and Secretary's letter.

The new engine, as reported by Glasgow Report No.76287, now efficiently fitted in the vessel.

A new intermediate shaft made, as per approved plan (please see attached Forging Report) and fitted.

A new Tailshaft made, as per original shaft (please see attached Forging Report) and fitted (Tailshaft found to be corroded at big end of taper).

A new Propeller fitted, same found to be marked:

T.36. Dia. 5'3". P.Var. S.11.9 □
Lloyd's (TD). Cert.No.82128. 30-11-50.

Fit of propeller on tailshaft cone examined and found good.

A new spare tailshaft made (please see attached Forging Report)

All the above repairs and replacements have been efficiently carried out.

On completion the Main Engine and Auxiliaries tested under working conditions and found satisfactory.

[Signature]



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