

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office.)

Date of writing Report 30-5-1953 When handed in at Local Office 30-5-1953 Port of C A P E TOWN
 No in Reg. Book. Survey held at Cape Town Date First Survey 6-5-53 Last Survey 22-5-1953
 (No. of Visits 4)
 10009 on the Machinery of the Wood, Iron or Steel St. Tr. "MOOIVLEI"

Tonnage { Gross 252 Vessel built at S. Bank, Mdb. By whom Smith's Dock Co. Ltd., Year. Month.
 Net 88 Engines made at - do - By whom - do - When 1935 9
 Nominal } 95 Boilers, when made (Main) 1935 (Donkey) -
 Horse Power } Owners National Trawling & Fishing Co. Owners' Address -
 No. of Main Boilers 1 SB Ltd. (if not already recorded in Appendix to Register Book.)
 (Spt) Managers - do - Port Cape Town Voyage -
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat
 Steam Pressure - (State name of Dock.)
 in Main Boilers 225 lb.
 in Donkey Boilers -

Last Report No. 1585 Port 87

Particulars of Examination and Repairs (if any) REPORTED DEFECTS.

(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.

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 through examination at this time?

Donkey

If not, 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?

State latest date of internal examination of each boiler.

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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 the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft.

State the wear down in the

stern bush. 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?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Defects to the Boiler were reported and on examination the seam of the Boiler end plate and a number of rivets in the new section fitted in November last year were found to be slightly leaking.

The seam and rivets were caulked but on examination of the Boiler under hydraulic pressure they were still found to be slightly leaking.

All rivets hammer tested and found to be sound.

The seam and rivets then seal welded externally and on examination of the Boiler under hydraulic pressure found tight.

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, &c.; thus, for example, BS 9,11 B&MS 9,11 LMC 9,11 or LMC 140 lb., FD, &c.)

CS 3,34

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

Survey Fee (per Section 23) £7-7-0
 Spec. Att. Fee 6-0-0
 Special Damage or Repair Fee (if any) £ : :
 (per Section 23.)
 Travelling expenses (if chargeable) £-16-0

Fees applied for 27-5-1953
 Received by me, 19

Committee's Minute THURSDAY - 2 JUL 1953

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

015165-015162-0124

Repairs to boiler front complete rivets

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

Exd 29/6/53



© 2021

Lloyd's Register
Foundation