

WRECK SECTION

22 AUG 1960

Rpt. 9

Date of writing report 9.8. 60
Survey held at Aden

Received London
No. of visits one

Port Aden No. 2939
First date and Last date 28.7.60

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 43676 Name S.S. "EL GAMIL"
Owners The United Storage Navigation & Commercial Co. SAE
Engines made Sld By N.E. Marine Eng. Co. Ltd. Type T 3Cy

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 W.P. 160 lb
No. of Donkey Boilers 1 W.P. 100 lb
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey Damage
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Table with 2 columns: Hull (+100A1) and Machinery (+LMC). Rows include SS(Dr) 7-48 3-58, B M 6-59 d 10-59, TS(CL) 4-58, D 10-59, SP 1-58, OF 3-58.

1222 - Lucy

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, Fastenings, Has Shaft now fitted been previously used?, MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD, MAIN ENGINE DRIVEN AIR COMPRESSORS, MAIN ENGINE DRIVEN SCAVENGE PUMPS, MAIN TURBINES, CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is eligible, in my opinion, to remain as classed without fresh record of survey subject to the propeller being dealt with as found necessary at next drydocking and to any other conditions of class being dealt with as previously recommended.

Date of Committee TUESDAY 13 SEP 1960
Decision As now subject

Noted for leader



- 32 Essential Independent Pumps (Identify by position)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)
- 38 Independent Air Compressors, Coolers & Safety Devices
- 39 Air Receivers & Safety devices—Main 40 Auxiliary
- 41 Oil Fuel Tanks (Not forming part of hull structure)
- 42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?
- 44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

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PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	PORT	STARBOARD
a Generators	AUXILIARY EQUIPMENT	
b Exciters	l Generators & Governors
c Air Coolers	m Motors
d Motors	n Switchboards & Fittings
e Air Coolers	o Circuit Breakers
f Control Gear, Cables, etc.	p Cables
g Insulation Resistance	q Insulation Resistance
h Insulating Oil Test	r Steering Gear Generators and Motors
i Overspeed Governors	s Navigation Light Indicators
j Magnetic Couplings
k Air Gap

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & 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

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Damage to propeller alleged sustained at this port 28th July, 1960, and stated caused by propeller blade striking quay wall whilst moving berth, Vessel in ballast.

Now done :- Vessel examined afloat with propeller blades coming clear of water. Four bladed cast iron propeller examined and one blade found to have approximately 6" broken off one tip. Length of blade to root measured 5' - 4½". Tunnel shafting examined with main engine turning under steam at berth and found satisfactory. It was stated that the vessel's main engine was stopped at the time of the casualty.

It is considered that the above damage will not affect the efficient operation of the vessel. It is recommended, however, that the propeller be dealt with as found necessary at next dry docking. Propeller considered efficient in the meantime.

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Survey fees

Damage fee ... £12. 12. 0.

Expenses... ... 3. 0.

Date when A/c rendered 28. 7. 60.

