

WRECK  
SECTION

No. ....

Rpt. 9

Date of writing report 9.8. 60

Survey held at Aden

Received London

No. of visits one

Port Aden

First date and

No. 2939

Last date 28.7.60

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 43676 S.S. "EL GAMIL" Gross tons 1356 Date of build 6-1904

Owners The United Storage Navigation & Commercial Co. SAE

Port of Registry Suez

Engines made Sld By N.E. Marine Eng. Co. Ltd.

Type T 3Cy

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 3 W.P. 160 lb

No. of ~~XXX~~ 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)

Hull	Machinery
+100A1	+LMC
SS(Dr) 7-48 3-58	E 3-58
	B M 6-59 d 10-59
	TS(CL) 4-58
D 10-59	SP 1-58
	OF 3-58

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 ..... Wear Down of Stern Bushes ..... Oil Glands ..... Sea Connections .....

Fastenings ..... Has Screwshaft Tubeshaft been drawn? ..... Date of Examination ..... Has Shaft been changed? .....

Has Shaft now fitted been previously used? ..... Has Shaft now examined/fitted a continuous liner? ..... Approved oil gland? .....

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods .....

2 Valves & Gears .....

3 Connecting Rods, Top Ends & Guides { Side ..... Centre .....

4 Crankpins & Bearings { Side ..... Centre .....

5 Journals & Bearings .....

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods .....

7 Connecting Rods & Top Ends .....

8 Crankpins & Bearings .....

9 Journals & Bearings .....

10 Coolers & Safety Devices .....

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods .....

12 Connecting Rods & Top Ends .....

13 Crankpins & Bearings .....

14 Journals & Bearings .....

15 Levers .....

16 SCAVENGE BLOWERS .....

17 SUPERCHARGERS .....

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts .....

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES) .....

20 STEAM COMPRESSORS .....

21 CLUTCHES & HYDRAULIC COUPLINGS .....

22 REDUCTION GEARING .....

23 THRUST BLOCKS, SHAFTS & BEARINGS .....

24 INTERMEDIATE SHAFTS & BEARINGS .....

25 HOLDING DOWN BOLTS & CHOCKS .....

26 CONDENSERS (MAIN & AUX.) .....

27 STEAM RE-HEATERS .....

28 DE-SUPERHEATERS .....

29 STOP & MANOEUVRING VALVES .....

30 MAIN ENGINE DRIVEN PUMPS .....

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES .....

Have Main Engines been tested working and manoeuvring? yes

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

Decision

TUESDAY 13 SEP 1960

As now, subject

Noted for Header

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B. W. Oxford.  
Engineer Surveyor to Lloyd's Register of Shipping  
Lloyd's Register Foundation



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) .....  
.....  
.....  
.....

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

LEAVE THIS SPACE BLANK

Survey fees ... ..

Damage fee ... £12. 12. 0.

Expenses... ... 3. 0.

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

