

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

(Received at London Office)

Date of writing Report 11th Aug. 1952 When handed in at Local Office 19 Port of PORT SAID
 No in Reg. Book. Survey held at SUEZ Date. First Survey 7.7.52 Last Survey 26.7.52 1952
 32284 on the Machinery of the ~~Wooden~~ Steel Sc. Steamer "Z A M A L E K" (No. of Visits 3)

Tonnage { Gross 1566 Vessel built at Troon By whom Ailsa S.B. Co Ld Year. Month. 1921 10
 Net 929 Engines made at Troon By whom Ailsa S.B. Co Ld When 1921 10
 Nominal Horse Power { 292 Boilers, when made (Main) 1921 (Donkey)
 Owners Khedivial Mail Line S.A.E. Owners' Address
 (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 2 Managers - Port Alexandria Voyage
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Both
 Steam Pressure in Main Boilers 180 lbs (State name of Dock.)
 in Donkey Boilers -

Last Report No. Port
 Particulars of Examination and Repairs (if any) Compl. BS. TS.
 (Periodical Surveys, when held, must be reported in detail and scribbled 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 segregated 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 thorough 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? No To what pressure were they afterwards adjusted under steam? 180 lbs/sq. inch
 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? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? Yes
 Has shaft now been changed? No 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 7.7.52 State the wear down in the stern bush 1/32" Is electric light and/or ~~power~~ fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? No
 Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

Now Done for completion of Boiler Survey
 The safety valves of the main boilers have been adjusted under steam to the safe working pressure. The oil fuel installation has been examined under working conditions and found efficient, pipes, valves and connections are in a clean oil tight condition and the whole area is well lighted.
 Steam smothering arrangements and deck control gear have been examined and tested and found efficient.

Now Done for Docking
 Vessel placed in dry dock, propeller and outside fastenings examined and found in good condition.
Now Done for CL
 Tail shaft withdrawn, key removed and cone, continuous liner and stern tube linings examined and found in good condition.

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 10,10, FD, &c.)
 CS 3,34
 To remain as at present classed in the Register Book with fresh record of BS 3,52 (as previously recommended) and CL 7,52

Survey Fee (per Section 29) LE 16,000 Fees applied for 29.7.19.52
 Special Damage or Repair Fee (if any) (per Section 29.) \$ - Received by me, G de Noly
 Travelling expenses (if chargeable) £ - & for G.Fife (Acting Surveyor)
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 23 SEP 1952
 Assigned BS 3,52
S 7,52.



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

B.S. put held 3/52 now completed

Screwshaft examined

It is submitted that this vessel is eligible for THE RECORD. B.S. 3/52

S(OL) 7/52

End 4/9/52



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