

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

(Received at London Office)

26 MAR 1942

Date of writing Report

When handed in at Local Office

28: 2: 1942

Port of

Glasgow

No. in Survey held at

Glasgow

Date First Survey

30th Dec 1941

Last Survey

24 Feb 1942

35155 on the Machinery of the Wood, Iron or Steel

S.S. "Zamalek"

(No. of Visits)

10

Tonnage { Gross 1567
Net 919

Vessel built at Troon

By whom

Ailsa S.B.C. Ltd

When

Year. Month.

1921-10

Nominal Horse Power 292

Engines made at do

By whom do

When

1921

No. of Main Boilers 238

Boilers, when made (Main)

1921

(Donkey)

No. of Donkey Boilers

Owners Ministry of War Transport

Owners' Address

Steam Pressure in Main Boilers 180 lbs

Managers General Stm Nav. Co. Ltd

Port London

Voyage

in Donkey Boilers

If Surveyed Afloat or in Dry Dock

Both

(State name of Dock.)

Govan No. 3. S.D.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No.

Port

Particulars of Examination and Repairs (if any) Docking B.S.

(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 sides 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?

Yes

" " Donkey " " "

If this was not done, state for what reasons

And what parts of the Boilers could not be thus thoroughly examined?

Also 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

Start 30/12/41. Port 14-1-42

Present condition of funnel

good

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

Yes

To what pressure were they afterwards adjusted under steam?

180 lbs per sq. in.

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

Yes

and of the Donkey Boilers?

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

none

and of the Donkey Boilers?

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

Yes

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

No

Is it fitted with continuous liner?

Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

1/4"

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

Is electric light and power fitted

Yes

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?

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

Complete

Now done. Vessel placed in dry dock properly, after end of stern tube, and outside fastenings of under water sea connections examined and found good.

Two main boilers examined internally and externally together with safety valves doors and mountings and found good. Safety valves afterwards adjusted under steam to above pressure and found satisfactory. Oil Fuel installation examined under working conditions and found good.

Additional voyage repairs carried out at the request of M.S.R.

General Observations, Opinion, and Recommendation:—The machinery of this vessel

(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, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or & L.M.C. 140 lb., F.D., &c.)

is far as now seen is in a safe working condition and eligible in my opinion to remain as classed and to have fresh record of B.S./2-42.

Survey Fee (per Section 29)

B.S.

£ 3: 0: 0

Fees applied for

Special Damage or Repair Fee (if any)

£

Travelling expenses (if chargeable)

£

Received by me,

Committee's Minute

GLASGOW

24 MAR 1942

Assigned B.S. 2-42

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003742-003749-0220

noted

GA
1/4/42



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Foundation