

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

(Received at London Office 187 JAN 1952)

Date of writing Report 8th Jan, 1952

When handed in at Local Office 19

Port of ALEXANDRIA.

No in Reg. Book. Survey held at ALEXANDRIA.

Date. First Survey 8th Dec. 51 Last Survey 2nd Jan. 1952

29000 on the Machinery of the ~~Woodxxxxx~~ Steel Screw Steamer "TEWFIK"

(No. of Visits four)

Gross 982 Vessel built at Glasgow By whom Harland & Wolff Ltd. Year. Month. When 1940 -
 Net 354 Engines made at " By whom " When 1940 -
 Nominal Horse Power 1400HP Boilers, when made (Main) 1940 (Donkey) -
 Owners Fared Awad. Owners' Address -
 (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers 150 Managers - Port LATAKIA. Voyage -
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat.
 (State name of Dock.)
 in Main Boilers 210 lb
 in Donkey Boilers -

Last Report No.

Port

Particulars of Examination and Repairs (if any) BOILER REPAIRS & A.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 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.

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.

as 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? Yes

" " Donkey " " "

not, state for what reasons.

What parts of the Boilers could not be thus thoroughly examined? All mountings.

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 2/1/52

Present condition of funnel(s) Good

did the Surveyor examine the Safety Valves of the Main Boilers? No To what pressure were they afterwards adjusted under steam? not adjusted

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? No , and of the Donkey Boilers? -

did the Surveyor examine the drain plugs of the Main Boilers? No , and of the Donkey Boilers? -

did the Surveyor examine all the mountings of the Main Boilers? No , and of the Donkey Boilers? -

is the screw shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

is shaft now been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

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? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

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

NOW DONE:-

In main boiler port fire:- 68 plain tubes renewed.

In starboard fire:- 74 plain tubes and one stay tube renewed.

In centre fire: 69 plain tubes and one stay tube renewed.

NOTE:-

The plain tubes now removed from the centre fire were cut out on instructions from the ex. Chief Engineer, the tubes were renewed at last Boiler Survey, and it is believed that they have been again renewed due to error.

The boiler was examined under steam upon completion of repair and found sound and tight. The safety valves have not been re-set to their original pressure of 220 lbs.

The main and auxiliary machinery has now been generally examined, not opened up, and appears to be in good condition. P.T.O.

General Observations, Opinion, and Recommendation:-

The machinery of this vessel, as now seen, is in safe working condition, and eligible in my opinion, to remain as classed and to have fresh record of BlrS 5,51 as previously recommended. Subject to deck fittings for extended spindles to side oil fuel tanks, being refitted at the next Special Survey.

Key Fee (per Section 29) £8.000

Fees applied for 3/1/ 1952

Special Damage or Repair Fee (if any) £ : : nil

Received by me, 19

Travel expenses (if chargeable) £ : :

Committee's Minute

Signed Defered for M.S.

Blr S. 5.51

Engineer Surveyor to Lloyd's Register of Shipping.

CK Haplestone

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Electrical installation now megger tested and minor repairs effected as found necessary.

Extended spindles to Oil Fuel tank suction valves:-

All extended spindles have been re-connected at this time. The spindles to port and starboard oil fuel side tanks, four in number, are connected to their valves, and extend to a position above the main boiler.

The deck spindles glands and hand wheels to the above four valves are missing, and Owner has contracted to have these fittings replaced at Beyrouth during the present voyage, and it is believed this is a satisfactory arrangement. The four side tank valves are easily workable at present without the deck fittings.

W. H. Hapler



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Foundation