

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

(Received at London Office)

MAR 1954

Date of writing Report 13th Mar. 1954 When handed in at Local Office 19 Port of ALEXANDRIA.

No in Register Book Survey held at ALEXANDRIA. Date First Survey 1st Sep. 53 Last Survey 11th March 1954 (No. of Visits 14)

55429S on the Machinery of the ~~Kocqxxxxx~~ Steel T. Screw Steamer "GUMHURYAT MISR"

Gross Tonnage 7830 Vessel built at Birkenhead. By whom Cammell Laird & Co. Ltd. Year 1928 Month 10  
 Net Tonnage 4655 Engines made at " By whom " When 1928 Month 10  
 Nominal Horse Power 1422 Boilers, when made (Main) 1928 (Donkey) -  
 Owners Khedivial Mail Line SAE. Owners' Address (If not already recorded in Appendix to Register Book.)  
 Managers Port ALEXANDRIA. Voyage -  
 If Surveyed Afloat or in Dry Dock Both, Alexandria Drydock.  
 (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now or expired.	Machinery and Boiler Surveys (including date of N.B. if any)
BS* with free-board	2,53 6,53	MBS* 5,51
ssMtl. 5,51		BlrS 6,52 7,53
A.S. 6,52		msp 5,51
		TS CL P 6,52
		S 2,53
Fitted for oil fuel.		

Port No. Port Exam. of Turbines & Dkg.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the body of the report, should be briefly summarised at the end of the report. State also the dates and times respecting this case.

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.

Work done by anyone else? If so, by whom?

Did you personally go inside each Main Boiler separately and make a through examination at this time?

Did you personally go inside each Donkey Boiler separately and make a through examination at this time?

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

Were the absence of internal examination, were adopted by the Surveyor on the basis of the thorough efficiency of those parts of each Boiler?

Present condition of funnel(s)?

To what pressure were they afterwards adjusted under steam?

To what pressure were they afterwards adjusted under steam?

Were 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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now fitted been previously used? Has it a continuous liner?

State date of examination of Screw Shaft. State the wear down in the bush.

Is electric light and/or power fitted? 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?

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

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 drydock.  
 Propeller sterntube and outside fastenings examined. Wear down as above.  
 At the request of the Owners Representative, the following parts of the machinery now opened up and found in good order:-  
 Port and Starboard HP & LP turbines complete.  
 Machinery tried under working conditions on completion and left in good working order.  
 At this time a steam connection has been led into the CO2 fire smothering system in the boiler room.

General Observations, Opinion, and Recommendation.— The machinery of this vessel as now seen, is in good and safeworking condition, and eligible in my opinion, to remain as classed without fresh record of survey.

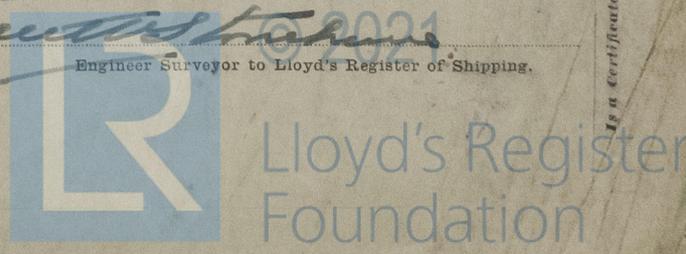
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

Fee (per Section 29) £40.000  
 Damage or Repair Fee (if any) £ : :  
 (per Section 29.)  
 Other expenses (if chargeable) £ 7.000

Fees applied for 11/3/1954  
 Received by me, 19

Committee's Minute  
 TUESDAY 13 APR 1954  
 As now

Signature of Surveyor  
 Engineer Surveyor to Lloyd's Register of Shipping.



Docking. A number of machinery parts ex'd.  
A steam connection now led into the CO<sub>2</sub>  
fire extinguishing system in the boiler room.

*It is submitted that this  
vessel is eligible to remain  
as CLASSED.*

*W.H.* *L.P.*

8 APR 1954



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