

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 Reg. 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 ~~KOOXXXX~~ Steel T. Screw Steamer "GUMHURYAT MISR"

Gross 7830 Vessel built at Birkenhead. By whom Cammell Laird & Co. Ltd. Year. Month. When 1928 10
 Net 4655 Engines made at " By whom " When 1928 10
 Nominal 1422 Boilers, when made (Main) 1928 (Donkey) -
 Horse Power Owners Khedivial Mail Line SAE. Owners' Address (If not already recorded in Appendix to Register Book.)
 No. of Main Boilers 4 Managers Port ALEXANDRIA. Voyage -
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Both, Alexandria
 Steam Pressure (State name of Dock.) Drydock.
 No. in Main Boilers 220
 No. in Donkey Boilers -

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.	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
 s of Examination and Repairs (if any) Exam. of Turbines & Dkg.
 reys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the
 s, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
 ge (the cause of which must be stated) should be separated from Repairs due to other causes; and besides
 the body of the report, should be briefly summarised at the end of the report. State also the dates and
 thers respecting this case

ere the Surveyor has not made a special damage report he is required to state whether he offered his
 s purpose, and why they were declined
 t made by anyone else? If so, by whom?
 rsonally go inside each Main Boiler separately and make a through examination at this time?

Donkey " SURVEY CONFINED TO ITEMS MENTIONED BELOW.
 reasons. What parts of the Boilers could not be thus thoroughly examined?
 i the absence of internal examination, were adopted by the
 mself of the thorough efficiency of those parts of each Boiler?
 ernal examination of each boiler. Present condition of funnel(s)
 e the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?
 the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?
 or exam all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?
 he Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?
 he Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?
 he screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?
 shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?
 approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the
 P 1/4"
 gn bush S 3/16" Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?
 he insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?
 he 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.

eral Observations, Opinion, and Recommendation:- The machinery of this vessel as now seen, is in
 (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.)
 C 3,34
 good and safeworking condition, and eligible in my opinion, to remain as classed without
 fresh record of survey.

Fee (per Section 29) £40.000 Fees applied for 11/3/ 1954
 Damage or Repair Fee (if any) £ : : Received by me, 19
 (per Section 29.)
 ng expenses (if chargeable) £ 7.000

nittee's Minute TUESDAY 13 APR 1954
 ed As now

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

Docking. A number of machinery parts ex'd.
A steam connection now led into the CO₂
fire extinguishing system in the boiler room.

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

 
= 8 APR 1954



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