

# Report of Survey for Repairs, &c., of Engines and Boilers.

15 AUG 1929

Date of writing Report 7th August 1929 When handed in at Local Office (Received at London Office) Port of PORT SAID

No. in Reg. Book 57450 Survey held at PORT SAID HARBOUR Date, First Survey 28/7/29 Last Survey 4/8/29 19 (No. of Visits 4)  
on the Machinery of the Wood, Iron or Steel

Tonnage { Gross 3200 917 Net 6732 Vessel built at HAMBURG By whom DEUTSCHE WRFT #51 Gr When 1929 -6  
Engines made at By whom DEUTSCHE WERFT. When 1929  
Boilers, when made (Main) 1929 (Donkey)  
Owners CIE NATIONALE DE NAV. Owners' Address (If not already recorded in Appendix to Register Book).  
Managers Port Rouen Voyage  
No. of Main Boilers 3 If Surveyed Afloat or in Dry Dock AFLOAT  
No. of Donkey Boilers 1  
Steam Pressure— Main Boilers 200 Donkey Boilers 1

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.	Year Assessed how expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 100 A 1 6.29		
CONTEMPLATED		+ L M C 6.29
Carrying Petroleum in bulk		T S C. L.
		FITTED FOR OIL FUELS 6.29 P. ABOVE 150° R

st Report No. Port

## Particulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 ideas being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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?

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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

What was not done, 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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? , and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? 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?

What is the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft?

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

Summary of repairs to boilers and machinery as per attached report.

Boilers. It appeared to me that the furnace and tube plate had been short for the wrapper plate.

The inner edge of furnace plate at bottom and well up the sides was drawn to the wrapper plate

1/16" full out of the straight line of plate. I did not like the idea of patching new boilers,

but I was afraid of the size of rivets being too much for the labour here.

The Guarantee Engineer reported to me that he thought the oil flame had not been striking properly

causing an unequal expansion. Both Chief Engineers agreed to the recommendations.

## 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, E.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

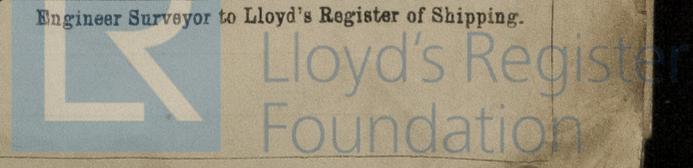
It is my opinion that the engines and boilers are in a good and fit condition and eligible to remain as classed viz :- + L M C 6.29. without fresh record.

Survey Fee (per Section 28)..... £	Fees applied for 4.8 1929
Special Damage or Repair Fee (if any) (per Section 28.)..... £ 15.15.0	Received by me, 5.8 1929
Calling Expenses (if chargeable)..... £	

James Macvey  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 20 AUG 1929

Assigned As now



Insert Character of Ship and Machinery precisely as in the Register Book.

Some boiler repairs  
affected the HP piston  
rings renewed

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that  
this vessel is eligible to  
remain as UNCLASSIFIED.

J.P.P.  
19/8/61

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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