

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

Date of writing Report 7th August 29 When handed in at Local Office 19 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 8200 917 Net 6732 Vessel built at HAMBURG By whom DEUTSCHE WRFT #51 Gr When 1929 -6

Nominal Horse Power { 545 Engines made at By whom DEUTSCHE WERFT. When 1929

No. of Main Boilers 3 Boilers, when made (Main) 1929 (Donkey)

No. of Donkey Boilers 1 Owners OIE NATIONALE DE NAV. Owners' Address (If not already recorded in Appendix to Register Book).

Steam Pressure— Main Boilers 200 Port Rouen Voyage

Donkey Boilers 1 If Surveyed Afloat or in Dry Dock AFLOAT (State name of Dock.)

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

st Report No. Port

rticulars of Examination and Repairs (if any)

Medical Surveys, when held, must be reported in detail and serialim 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 out 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 es and initials of any letters respecting this case.

amage 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?

a damage report made by anyone else? If so, by whom?

he Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

o. " Donkey " " "

is 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 { reveyor to assure himself of the thorough efficiency of those parts of each Boiler? }

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

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

he Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?

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

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

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? }

shaft now been changed? If so, state reasons

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? }

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

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

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

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

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

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

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

he 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.

eneral 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, B.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.

ay Fee (per Section 28) £ Fees applied for 4.8 10 29

al Damage or Repair Fee (if any) £ 15.15.0 Received by me, 5.8 10 29

elling Expenses (if chargeable) £

ommittee's Minute TUE. 20 AUG 1929

ssigned As now

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

Lloyd's Register Foundation

010037-010045-0113

Some boiler repairs
affected the HP piston
rings renewed

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

J.P.
19/8/29

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021

Lloyd's Register
Foundation