

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

(Received at London Office)

Date of writing Report 29th Oct. 1953 When handed in at Local Office 19 Port of PORT SAID  
 No in Reg. Book 50 Survey held at PORT SAID Date. First Survey 16.10.53 Last Survey 27.10.53  
 on the Machinery of the ~~XXXXXXX~~ Steel Tw. Sc. M.V. "SHAKTI" (No. of Visits two)

Gross Vessel built at By whom When  
 Net Engines made at By whom When  
 Nominal Boilers, when made (Main) (Donkey)  
 Horse Power Owners Owners' Address  
 No. of Main Boilers (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers Port KHWEIT Voyage  
 Steam Pressure If Surveyed Afloat or in Dry Dock Afloat  
 in Main Boilers (State name of Dock.)

In Donkey Boilers Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Last Report No. Port

Particulars of Examination and Repairs (if any) Examination of Main Motor Pistons.  
 Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on amount of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides, any detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and nature 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.

Has 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?

" " Donkey " " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

At 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?

What latest date of internal examination of each boiler?

Present condition of funnel(s)

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

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

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the

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

Chief Engineer reports heavy scale forming on main motor oil cooled pistons and a number of these examined and scale approx. one millimetre thick found on underside of piston crowns and the present scale stated to have formed after only 12 hours running during voyage from Alexandria to Port Said. The case was previously given attention at Alexandria where choking of the oil system. This scale was investigated and scale approx. three millimetres thick was found on all piston crowns after approx. 70 hours running (See Report of Alexandria Surveyor).

It was considered that the "Essomar" 65 Oil with which the lubricating oil system was charged might be unsuitable and therefore a cause or a contributory cause of the heavy scale forming on piston crowns and it was agreed with a representative of the Engine Builders and the Chief Engineer that as an initial step the oil should be changed for D.T.E.No3.

DONE: All main motor pistons de(scaled), and lubricating oil throughout system renewed. Trials 12 hours duration carried out and upon completion, one main motor piston opened up and found completely free of scale.

A copy of the Interim Certificate issued is attached herewith.

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, BS 0,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

To remain as at present classed, without fresh record of survey.

Fee (per Section 20) LE 20.000  
 Special late fee " 6.000  
 Damage or Repair Fee (if any) £ :  
 (per Section 20.)  
 Other expenses (if chargeable) " 0.900

Committee's Minute

ended

Visits

Fees applied for 28.10.1953

Received by me, 19

FRIDAY 30 JUL 1954

FRIDAY 6 AUG 1954

Engineer Surveyor to Lloyd's Register of Shipping.

*J de Koy*

Lloyd's Register Foundation

010115-010126-0136

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

Is a Certificate required? If so, to be sent to.