

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

22 JUL 1955

(Received at London Office)

Date of writing Report 18th July, 1955

When handed in at Local Office 19

Port of Suez

No in Reg. Book. Survey held at Suez

Date

First Survey 11th July

Last Survey 14th July, 1955

(No. of Visits 3)

62684 19577. on the Machinery of the ~~XXXXXX~~ Steel

"M E C C A"

EX LAD7 RODNEY

Year. Month.

Tonnage { Gross 8252
Net 4908

Vessel built at Birkenhead

By whom Cammell Laird & Co. Ltd.

When 1929 4

Engines made at Birkenhead

By whom -ditto-

When 1929 4

M.N. As Per Rule 1094MN

Boilers, when made (Main)

(Donkey)

No. of Main Boilers 4

Owners Khedivial Mail Lines S.A.E.

Owners' Address

(if not already recorded in Appendix to Register Book.)

HS " " 13500

Managers

-ditto-

Port Alexandria

Voyage

No. of Donkey Boilers

If Surveyed Afloat or in Dry Dock Afloat Port Ibrahim

Steam Pressure—

220 lbs.

(State name of Dock.)

and Suez Roads.

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

HULL

MACHINERY

+100A1 11,54 5.55, +LMC CS 11,51

ss Mtl. 7,51

BS 5,54 6.55

CL 2,53

Two lower decks for fruit cargo

Fitted for oil fuel 4,29 F.P.

above 150° F.

Strengthened for Nav. in 1950

Last Report No. 4686 Port PLX

Particulars of Examination and Repairs (if any) Port M.E. bearings.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In 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.

No

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

No

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

" " Donkey " " "

If not, 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?

State 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?

Is 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 stern bush.

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

The Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Attended on board for the purpose of re-examining the port main turbine and gearing bearings which were replaced at sea after running out, due to temporary stoppage of the lubricating oil pump.

Now examined:- Port Main turbine set H.P. & L.P. turbine and pinion bearings and turbine thrust bearings.

It was noted that the forward helix of the H.P. pinion had 3 axial zones of light pitting on the gear teeth about 1½ ins. wide at 90° to each other. (i.e. two zones diametrically opposite and one zone at 90° on one side.) This pitting is on the addendum of the teeth and appears to be of recent origin. The L.P. pinion and main gear teeth are in good condition.

Repairs:- H.P. turbine and pinion journal bearings and L.P. turbine bearings replaced by spares and originals remounted and replaced on board as spares.

Main engines tried at full power on completion and found satisfactory.

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, etc.)

Eligible, in my opinion, to remain as classed without fresh record of survey.

Fee (per Section 23) £E 26.000

Fees applied for, 16/7/1955

Special Damage or Repair Fee (if any)

£

Special Att. Fee (per Section 23.)

£

Travelling expenses (if chargeable)

£

Received by me,

19

TUESDAY 16 AUG 1955

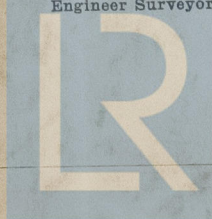
Committee's Minute

Assigned

as now

F.H. Macfarlane

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

012423-012430-0134

Repair to port main engine
beings.

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

W. Hall

10 AUG 1955

(SS. postponed until 6.56)



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