

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 26th June 1956 When handed in at Local Office 1956 Port of ALEXANDRIA
 No. in Survey held at ALEXANDRIA Date, First Survey 23/11/55 Last Survey 10th June 1956
 Reg. Book 19577 on the ~~Wooden~~ Steel S.S. "MECCA" (No. of Visits 30)

TONNAGE Built at BIRKENHEAD By whom Cammell Laird & Co. Ltd. When 1929 MONTH 4
 GROSS 8252 Owners Khedivial Mail Line S.A.E. Owners' Address ---
 UNDER DK. --- Managers --- Port belonging to ALEXANDRIA
 NET 4908

Surveyed Afloat or in Dry Dock? BOTH Name of Dock GABBARY DRYDOCK Destined Voyage ---
 Cell DBor DBa --- feet: u&B --- feet: f --- feet
 total capacity --- tons. FPT --- tons: APT --- tons: MT --- feet --- tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. --- Port ---

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form 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 to whom and why they were declined.

Society's Freeboard (if assigned) as 9 ft. 11 3/4 ins. painted on Ship and now verified

COPY OF REPORT ATTACHED

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

REPAIRS, OR EXAMINATION AS PER RULE FOR GROUNDING DAMAGE & SPECIAL SURVEY

Damage stated to have been caused by stranding on Erg Ryah Reef, Tor, in the Red Sea, on 13th September 1955. For further details please see Damage Report No. D 659 attached.

DAMAGE REPAIRS EFFECTED:—

Rudder locking pintle nut renewed.
 Keel plates Nos. 1, 2 and 3, shoe doubler 3/4" thick welded on full length, butt straps on K1 & K2 renewed and reriveted. Keel plate No. 4, after half doubled, forward half renewed.
 Approximately 40 keel rivets welded and caulked.
 Port side. Plate A3 heated and faired in place (Nos. from aft).
 Plate B6 removed, faired and refitted.
 Plate B7 released, faired in place and reriveted.
 Plate C6 cropped after section of plate renewed.
 Plate C7 cropped and forward section of plate renewed.
 Plate E8 removed, faired and refitted.
 Plate E9 heated and faired in place.

P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Part renewed	9	—	—	—	—	—	—	Approx. 40 keel rivets welded and caulked.
Renewed	1	—	—	—	—	—	—	Locking pintle nut renewed.
Removed and Faired or Repaired	2	—	—	—	—	—	—	
Faired or Repaired in place	9	—	—	—	—	—	—	

PRESENT CONDITION OF THE	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD	GOOD
Decks	GOOD	Bulkheads	GOOD	Engine Room Skylights	GOOD	Copper, or Y.M.	GOOD	Copper, or Y.M.
Caulking of Decks	"	Ceiling	—	Coal Bunkers, Openings, Covers, &c.	—	(State if on Felt.)	—	(State if on Felt.)
Coamings	"	Cement or Asphalt	GOOD	Oil Bunkers	—	When fitted, Month	Year	When fitted, Month
Beams & Fastenings	"	Rudder	GOOD	Scuppers	GOOD	Boats	GOOD	Boats
Outside Plating	"	Steering gear and its connections	GOOD	Cargo Hatchways	GOOD	Masts, Yards, &c.	GOOD	Masts, Yards, &c.
" " in way of sidelights	"	Windlass	GOOD	Hatches	GOOD	Condition, how ascertained	By exam.	Condition, how ascertained
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	—	(State if wedges removed.)	Yes	(State if wedges removed.)
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	Yes	Caulking	—	Equipment letter	b+	Equipment letter
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails	—	Anchors, No. of	2 B 1 S	Anchors, No. of
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	Cables (State if now ranged)	Yes	Cables (State if now ranged)
Floors	—	Air and Sounding Pipes	GOOD	Transoms, Pointers & Crutches	—	" length 255ft. mean diam.	2 5/32	" length 255ft. mean diam.
Keelsons	—	Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings	—	(on board.)	2 6/16	(on board.)
Stringers	GOOD			" " at other places	—	" Rule length	300 fths.	" Rule length
Inner Bottom Plating	"			Stringers, Clamps & Shelves	—	Chain Locker	GOOD	Chain Locker
Have the Tanks been examined internally?	Yes			Salting	—	Hawsers & Warps	Sufficient	Hawsers & Warps
Have the Tanks been tested?	Yes			State if examined	—	Standing and Running Rigging	Efficient	Standing and Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel is in good and efficient condition and eligible, in my opinion, to remain as classed and to have fresh record of Docking 4,56 and notation of S.S. Alex. 6,56 (Dr.) subject to one bower anchor and 45 fathoms anchor chain cable being renewed at first opportunity.

Survey Fee (per Section 23) S.S. £ 205 : Fees applied for,
 Grounding Damage 85 expenses £8.-
 Special Damage Repair Fee (if any) £ 200 :
 (per Sec. 23) 22,500 :
 Travelling Expenses (if chargeable) S.A.F. 16. :
 Second Surveyor's Fee (if any) £ 2 :
 Received by me, 19.

Committee's Minute

Character Assigned

THURSDAY 13 SEP 1956

4-56 Alex. subject (with endt).

SS Alex 6,56 (Dr.) + LMC CS 6,56

Both S 4,56

CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

012423-012430-01423

Is Certificate required? If so, to be submitted to Yes, This Office

The above repairs satisfactorily tested on completion.

NOW DONE:- Vessel placed in drydock. Shell plating, sternframe and rudder (lifted) cleaned, examined and coated. Vessel undocked 10th April 1956.

Freeboard verified.
Shell plating and plating of strength decks drilled and gauged. list attached.

Examiné (intérieurement) et Testé:-

Examin'd (internally) and tested:-
Fore and after peak tanks, all double bottom tanks, oil fuel deep and settling tanks,
and tunnel fresh water tanks.
All spaces previously cleared, ceiling, lining, insulation, cement and rust removed,
and spaces cleaned as required. Steelwork afterwards coated as necessary and ceiling,
lining and cement replaced.

Shell. Plates C1, D1 & D2, pitted places built up with electric welding.
A number of defective shell rivets overhauled. Plates PH4 & SH4 renewed.

Fore Peak Tank.

Suction valve overhauled and extended, spindles overhauled. Air pipe complete renewed.
Sounding pipe complete renewed, striking plate fitted.

Fore Peak Spaces.

.....Hand pump overha

bulkhead. Section of ventilator trunk renewed. 1 deck plate renewed. Lower deck, 3P. 3S. brackets and angles to tank top renewed. Forward-brest hook doubled. Lower tie plate renewed.

Chain locker - Port & Starboard sides, 3 shipside frames cropped and part renewed, 3 brackets to tank top renewed. Stringer, stringer angles and stringer brackets renewed. 1 deck beam renewed.

(Cont.)

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

Number of Certificates. *	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

After bulkhead, 2 bulb angle cleat connections taking cable, renewed, and doublers in way renewed.
Bottom bulkhead, plate and plate above renewed. 3 bulkhead stiffeners renewed.
Centre division bulkhead, lower section of bulkhead renewed. Angle connecting to aft bulkhead renewed.
Forward bulkhead, 1st and 2nd strakes above tank top renewed. Suction pipe and strainer renewed.

No.1 lower hold. All cement chocks removed for examination of frames and plating and afterwards replaced. Insulation removed and dispensed with. New studs fitted to all manholes in tank top. Starboard forward tank filling pipe to No.1 double bottom tank renewed. Port and starboard bilge suction pipes renewed complete (in duct keel) to suction box. Port and starboard bilge sounding pipes renewed complete.

No. 1 orlop deck. Insulation removed and dispensed with. All cement chocks renewed. Redundant Air cooler motor, and fan at after end removed and dispensed with. Seatings and stools removed, holes in deck plugged and welded. Vent openings in port and starboard stringer plates for vents to lower hold plated over. (Cont.)

(Cont.)

Port of

ALEXANDRIA

Continuation of Report No. 4812

dated 26th June 1956

on the S. S.

"MECCA"

No. 1 Lower Tween Deck. Starboard side, aft, deck stringer plate adjoining bulkhead renewed. Deck plate adjacent to above renewed. Approx. 20 ft. deck stringer angle renewed. All insulation removed and dispensed with. Port side, aftermost stringer plate renewed. Plug hatch leading to orlop deck air cooler removed and plated over.

No. 1 Upper Tween Deck. All insulation removed and dispensed with. All cement checks renewed. Vent openings port and starboard in stringer plates, coamings removed and dispensed with, openings plated over. All trimming hatches dispensed with and openings plated over, deck beams carried across, butt welded. Scupper drain pots and drain pipes, port and starboard, repositioned outboard, to ships side.

No. 2 Orlop Deck. All insulation removed and dispensed with. All cement chocks renewed. Scupper drain pots and pipes repositioned outboard at ships side. ~~Openings in deck~~ stringer plates port and starboard, ex vent openings from air cooler, coamings removed and openings plated over, beams below carried over, butt welded.

No.2 Lower Tween Deck. All insulation removed and dispensed with. All cement chocks renewed.
Starboard side:- 2nd stringer plate from forward bulkhead renewed. Adjacent deck plate
renewed. Deck stringer angle in way renewed.
Port side:- Vent opening in deck stringer ex air cooler, & 2 port and 2 starboard, trimming hatch,
coamings removed and openings plated over, beams carried through butt welded.

No. 2 Upper Tween Deck. 5 Deck stringer plates, from forward bulkhead to after bulkhead, starboard side, renewed. 26 shell frames cropped and part renewed. staggered butts. Deck stringer angles renewed as necessary. 26 deck beam ends cropped and part renewed. staggered butts, brackets renewed. Existing cargo hatch coaming at after end of starboard side removed, opening plated over and deck beams carried through, butt welded. Defective deck plating in recess at after end, starboard side, in way of entrance to Refrigerated provision room, renewed. Bottom brackets connected to vertical stiffeners of ships side doors, renewed.

No.3 Orlop Deck. Port and starboard trimming hatches removed and dispensed with. Openings plated over and beams below carried over, butt welded. 8 port and 6 starboard ship side frames (Nos. 31 - 38 P and 31 - 36 S) renewed, bracket connections renewed.

No. 3 Lower Tween Deck. 8 port and 6 starboard shipside frames (continuation of above) renewed. 8 port and 6 starboard deck beam ends cropped and renewed, staggered butts, beam knee brackets renewed. 2 port and 2 starboard deck stringer plates renewed. Port and starboard trimming hatches dispensed with, openings plated over and beams below carried over, butt welded.

No. 3 Upper Tween Deck. Port and starboard trimming hatches dispensed with, openings
plated over and beams below carried over, butt welded. 1 port and 1 starboard hinged
water tight door on after bulkhead removed and dispensed with, opening plated over.
8 port and 6 starboard ship side frames (continuation of above) renewed, deck beam ends
cropped and renewed, staggered butts. 2 port and 2 starboard deck stringer plates
and shell angles in way renewed. Port and starboard air pipes renewed, complete from
tank top upwards. Port and starboard filling pipes, renewed defective sections.
All cement checks, port and starboard sides, in orlop, lower and upper tween decks
removed and afterwards replaced.

No. 4 Lower Tween Deck. 2 port and 2 starboard deck stringer plates and 1 deck plate adjacent at port side forward end renewed. Starboard forward bulkhead, wing plate and stiffener renewed. Starboard side, 9 shell frames cropped and renewed. Deck beams cropped at ends, staggered and part renewed, butt welded. Beam knees renewed. Port side, 5 shell frames cropped and renewed, 5 beams cropped at ends and renewed. 5 beam knees renewed. Approx. 30 ft. port and starboard sides deck stringer angles renewed.

No.4 Upper Tween Deck. 3 port and 2 starboard deck stringer plates renewed. 6 shell frames port and starboard sides in way of stringer plates cropped above and below deck and part renewed, staggered butts. 6 port and 6 starboard beam knee brackets renewed. 5 deck beam ends on port side cropped and part renewed, staggered and butt welded.

Fore Deck. One deck plate forward of mooring bitts on starboard side, renewed.
All fore and main mast wedges renewed. One deck plate in way of starboard companionway
aft cropped and fore end of plate renewed.

~~No.8 Double Bottom Tank, forward tank end faired in place. 2nd floor faired in place.~~

Other numerous minor repairs effected, port side.

SRL:- Pitted shell plates CI, DI and D2/^{Port side}to deal with at next S.S. Also shell frames
31-38 port and 31-36 starboard.

Dealt with as above, and should now be deleted from Special Reasons List.

°/.. No.2 Lower Hold.

All insulation removed and dispensed with. All No. 2 double bottom tank manhole studs renewed. Port and starboard bilge suction pipes renewed complete to stokehold. Port and starboard No. 2 double bottom tank air pipes, 1 section each of 10 feet renewed.

T.S.S. "MECCA"

Deck Drillings

(Fore & Aft of Bridge)

DECK	ORIG.	"DRILLING"		"DIMINUTION"		DECK	ORIG.	"DRILLING"		"DIMINUTION"	
		Fwd.	Aft.	Fwd.	Aft.			Fwd.	Aft.	Fwd.	Aft.
UPPER	.50	.50	.50	--	--	MAIN	.34	.30	.35	.04	--
DECK	.52	.55	.45	--	.07	DECK	.30	.30	.30	--	--
	.52	.50	.50	.02	.02		.30	.30	.30	--	--
	.40	.35	.40	.05	--		.30	.30	.30	--	--
	.40	.40	.40	--	--		.30	.30	.26	--	.04
Port to	.40	.35	.40	.05	--	Port to	.30	.30	.26	--	.04
starboard	.40	.35	.35	.05	.05	Starboard	.30	.30	.30	--	--
	.40	.40	.40	--	--		.30	.30	.30	--	--
↑	.52	.45	.52	.07	--	↑	.30	.30	.25	--	.05
↓	.52	.45	.45	.07	.07	↓	.30	.25	.25	.05	.05
	.50	.50	.55	.02	--		.30	.30	.30	--	--
							.34	5 stringer plates renewed			
LOWER	.34	.35	.35	--	--	ORLOP	.34	.30	.35	.04	--
DECK	.30	.30	.30	--	--	DECK	.30	.25	.30	.05	--
	.30	.25	.30	.05	--		.30	.25	.30	.05	--
Port to	.30	.30	.30	--	--	Port to	.30	.30	.30	--	--
starboard	.30	.30	.25	--	.05	starboard	.30	.25	.26	.05	.04
	.30	.30	.30	--	--		.30	.30	.30	--	--
↑	.30	.26	.25	.04	.05	↑	.30	.30	.30	--	--
↓	.30	.26	.30	.04	--	↓	.30	.30	.25	--	.05
	.30	.30	.30	--	--		.30	.30	.30	--	--
	.30	.30	.30	--	--		.30	.25	.30	.05	--
	.34	.30	.35	.04	--		.34	.30	.35	.04	--

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