

COPY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

D 659



Port Alexandria

13th June 1956

This is to Certify that

ROBERT W. STONEHOUSE

the undersigned Surveyor to this Society did at the request of Messrs. Manley & Co., Succrs. Stamford & Tulloch, Lloyds Agents at Alexandria, acting on behalf of the Salvage Association, London, and with the consent of the Owners, attend on board the twin screw turbine steamer

" M E C C A "

8252 tons gross of Alexandria whilst lying in drydock at Alexandria on 26th March 1956 and subsequent dates to ascertain the nature and extent of the damage stated to have been caused by vessel stranding on Erg Ryah Reef, Tor in the Red Sea on 13th September 1955.

For further details please see Ship's Log Books.

On making examination the undersigned:-

FOUND

RECOMMENDED

PROPELLERS.

(Bronze, 4 loose blades)

Port Propeller.

One blade cracked from out-board edge through two bolt holes on flange, and blade badly distorted.

Blade to be renewed.

One blade leading edge bent approx. 4 ft. x 10" and blade tip buckled approx. 2 feet from tip x 3".

Blade to be faired and repitched.

One blade badly buckled approx. 2 ft. from tip, leading edge badly set over for approx. 2 feet and one bolt hole cracked.

Blade to be renewed.

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(Cont.)

certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

S.S. "MECCA"

Sheet 2
COPY.Damage Report No.
659FOUND

One blade, leading edge buckled approx. 4 feet x 2 $\frac{1}{2}$ ".

Starboard Propeller.

One blade buckled on leading edge in two places.

One blade buckled on leading edge.

One blade bent over maximum 8" from half way down blade, to tip. Leading edge gashed in several places.

One blade leading edge buckled and cracked, tip set over approx. 2 feet x 10".

Propeller bosses satisfactory.

Both screwshafts satisfactory.

Rudder and pintles satisfactory.

Locking pintle nut loose on threads.

Bottom plating.

(Nos. from aft.)

Keel, No.1, plate set up for full length on bottom and after butt strap fractured.

Keel, No.2, plate set up for full length on bottom, butt strap scored and rivets rubbed off.

Keel, No.3, plate set up for full length and scored.

Keel, No.4, plate, forward half set up, after half scored.

Approximately 40 keel plate rivets started.

Port side.

Plate A3 locally indented in one frame space.

Plate B6 generally set up for full length.

Plate B7 outboard seam set up in one frame space.

RECOMMENDED

Blade to be faired and repitched.

Blade to be faired and repitched.

Blade to be faired and repitched.

Blade to be renewed.

Blade to be renewed.

Both screwshafts to be drawn for examination.

Rudder to lift for examination.

Locking pintle nut to be renewed.

$\frac{3}{4}$ " thick shoe doubler to weld on full length. Butt strap to renew and rerivet.

$\frac{3}{4}$ " thick shoe doubler to weld on full length, butt strap to renew and rerivet.

$\frac{3}{4}$ " thick shoe doubler to weld on full length.

After half of plate to double, forward half crop and part renew approx. 14'0" x 4'6" x 3/4".

To be welded and caulked.

To heat and fair in place.

To remove, fair and refit.

To release, fair in place and rerivet.

(Cont.)

COPY.

S. "MECCA"

Sheet 3

Damage Report No.
6 5 9FOUNDRECOMMENDED

Plate C6 after end of plate
set up between frames 33-37.

Crop and renew after sections
of plate, butt welded.

Plate C7 forward end of plate
set up between frames 40-44.

Forward section of plate
cropped and renewed, butt
welded.

Plate E8 generally set up for
full length.

To remove, fair and refit.

Plate E9 local indents in two
frame spaces.

To heat and fair in place.

Starboard side.

Plate A5 landing set up in way
of No. 4 keel plate.

To fair in place.

Plate A15 forward lap locally
set in.

Lap to release, fair and
rerivet.

Plate A16 set in at after end
between frames 125-128.

After end of plate to crop
and renew, butt weld.

Plate B7 badly set in over
full length.

To be renewed.

Plate B16, forward half of
plate set in between frames
123-129.

Forward half of plate crop
and renew, butt weld.

Plate C6, seam set in between
frames 56-59.

Seam to release, fair in
place and rerivet.

Plate D5 forward half of plate
set up between frames 51-56.

Forward end of plate crop
and renew, butt weld.

Plates E2, E3 and E8 forward
halves of plates set in
between frames.

Forward end of three plates
to crop and part renew,
butt weld.

Further recommended that all removals be replaced, and where damaged
in the course of the above repairs to be repaired or renewed as
necessary.

These recommendations made so as to place the vessel in the same good
and efficient condition as before the damage was sustained.

The above repairs have now been completed and tested to my satisfaction.

Robert W. Buchanan
.....
SURVEYOR TO LLOYD'S REGISTER OF SHIPPING



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Lloyd's Register
Foundation

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