

2 E

10 SEP 1956

of Engineer Surveyor

Received from Chief Engineer Surveyor

ME "MECCA"

REPORT ALX

No. 4812

marks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

to endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and
also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points
presented in the endorsement. — Extract from Sub-Committee's Report, 24/5/52.

COMPLETION OF SPECIAL SURVEY OF ENGINES AND BOILERS

Ignored until 6.56.

Docking (P/S) screwshafts examined.

LMC

This Survey, due 7.55

Partly

held as C S (steam)

now

BS

" 6.56

partly

"

Completed, and the following repairs carried out (due to Weers + Tears + Damage by
priming)

S. Propellers, outside fastenings case connections + screwshafts examined.

1. Propeller 2 spar blades fitted, 2 remaining blades failed.

2. Propeller 2 spar blades fitted, 2 remaining blades failed. P/S screwshafts found satisfactory.

retained retaining nut of propeller on starboard forward turbo generator, spare rotor now fitted.

main turbine found showing heavy corrosion internally Port HP + LP worse than the
board set, but all considered efficient;

HP rotor + bearings sent to Gwyn for complete overhaul + now refitted.

essential Independent Pumps + auxiliaries examined, found or placed in good order.
Repairs effected to same.

Four Boilers examined throughout, Safety Valves adjusted under steam + oil
firing system + Remote controls examined under working conditions, Repairs effected.

Steam Pipes examined + tested.

It is submitted the vessel is eligible to remain as classed, with

tation of + LMC, CS 6.56 and S. (P/S) 4.56 now as recommended.



Lloyd's Register
Foundation

012423-012430-0149

Date of Committee

Decision

+ LMC, CS 6.56