

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

(Received at London Office

14 AUG 1950

Date of writing Report **9th August 1950** When handed in at Local Office **19** Port of **PORT SAID**

No in Reg. Book. Survey held at **SUEZ** Date. First Survey **20.5.50** Last Survey **31.7.50** (No. of Visits **7**)

on the Machinery of the ~~Wagon~~ **Tw.Sc. M.V. "FELANIS"**

59430
 Tonnage { Gross **3882** Vessel built at **Amsterdam** By whom **Nederl. Schps. Maats** Year. Month. **1914 1**
 Net **2212** Engines made at **Amsterdam** By whom **Ned. Fabriek van Werktuigen** When **1914**
 Nominal Horse Power { **488** Boilers, when made (Main) **-** (Donkey) **1914**
 Owners **Anglo-Saxon Petroleum Co Ltd** Owners' Address **-**
 No. of Main Boilers **-** Managers **-** Port **London** Voyage **-**
 No. of Donkey Boilers **1** If Surveyed Afloat or in Dry Dock **Both**
 Steam Pressure in Main Boilers **-** (State name of Dock.)
 in Donkey Boilers **120lbs**

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

CHARACTER for Special Survey, Date of Last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1		+LMC CS 10,45
7,49		10,45
Examined 7,49		DBS 6,49
ss Trf. No 3-7, 33-33		CL 6,49
Carrying homogeneous cargoes of petroleum in bulk		
For service Suez-RasGharib-Hurghada		
ss Trf. No 1-38		

OIL ENGINES CONTINUOUS SURVEY.

Last Report No. **-** Port **-** Particulars of Examination and Repairs (if any) **Part LMC CS DBS.**

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

Was 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?

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

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 **Donkey** boiler **30th June 1950** Present condition of funnel(s) **Good**

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 Boiler? 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 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 ~~XXXXX~~ 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?

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

VOW DONE:- Vessel placed in drydock, propellers and outside fastenings examined. Sea cocks & valves opened up and examined.

The following machinery parts examined:-

Port Main Engine.

- No 3 & 4 Cylinder and covers, valves and valve gear, pistons and rods.
- No 1 crosshead pins and brasses, guide, guide shoe and connecting rod.
- No 2 crank pin and brasses. *Also N° 3 see letter 13/9/50*
- Nos 1,2,4,6,7 & 8 journals and bearings.

Jacket cooling water pump.

Starboard Main Engine

- Nos 1,2,3 & 5 cylinder and covers, valves and valve gear, pistons and rods.
- No 1 crosshead pins and brasses, guides, guide shoes and connecting rods.
- Nos 5 & 6 crank pins and brasses.

P.T.O.

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

The machinery of this vessel, so far as now seen, is in good condition and eligible in my opinion to remain as at present classed in the Register Book with fresh record of LMC CS (with date) when the survey has been completed and DBS 7,50 now.

Survey Fee (per Section 29) **Pt LMC CS LE: 35.000** Fees applied for **7.8. 19 50**
 Social Damage or Repair Fee (if any) **DBS 10.000**
 Travelling expenses (if chargeable) **7.000** Received by me, **- 19**

R. Rodgers & J de Noy
Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 26 SEP 1950

Committee's Minute signed *Deferred for comp w CS but DBS 78.50*



014166 - 014174 - 0137

Inspection Certificate of Ship and Machinery precisely as in the Register Book.

M.V. "FELANIA"

Parts opened up and examined:Contd.

Starboard Main Engine (Contd)

- Nos 5,6,7 & 8 journals and bearings.
- Air compressor pistons, cylinders and valves.
- Thrust shaft together with shoes and bearings.

Auxiliaries

- Steam driven air compressor in its entirety.
- Auxiliary diesel generator engine
- Oil fuel burning installation, pumps and fan engine.

Now Done for DBS

The Donkey Boiler examined internally and externally together with safety valves doors and mountings, found in good condition, afterwards examined under steam and safety valves adjusted to pressure stated above.

Oil fuel burning and steam smothering arrangements examined under working conditions tried out and found satisfactory.

Repairs (Wear & Tear)

- Port main engine No3 cylinder and cover (all one casting) renewed.
- Starboard main engine No6 crank pin brasses remetalled.

J.H.

