

L.L.A.No 224/41  
LLOYD'S AGENCY PORT SAID

(contd)

7th August, 1941.

The following parts were renewed or repaired:

DONKEY BOILER L.A.No.224/41

Both safety valve compression nuts.

I, the undersigned Surveyor, appointed by Messrs. L.SAVON & CO., Lloyd's Agents at Port Said, at the request of the Master, did proceed on board the s.s "BRITISH SERGEANT" on the 21st of July and subsequent days, whilst the vessel was lying in Port Said Harbour, for the purpose of examining the Main Boilers and Donkey Boiler, stated to be due for survey.

Having been in each Boiler personally, I report as follows:-

PORT BOILER.

Shell, inside and outside, condition good.  
Combustion chambers, furnaces, stays, tube plates and tubes, all examined and found in good condition.  
Fire side, no leaks.

STARBOARD BOILER.

All steel work in good condition.  
Shell, combustion chambers, furnaces, stays, stay tubes, tube plates, all examined and found in good condition.

FORWARD BOILER.

As above. Internally, no sign of corrosion.  
Externally and on fire side, no leaks.

DONKEY BOILER

Shell outside, condition good; inside, condition fair. There is active corrosion taking place on the boiler bottom, greatest depth: 1/8th inch.

Several of the combustion chamber stays are thinning near the plates where there is slight dishing. There is also slight corrosion on all combustion chamber tops.

Furnaces, tube plates and tubes: all in good condition.  
All safety valves, main stops, superheater valves and other boiler mountings were opened up for inspection, examined and put in good working order where necessary.

All doors were a good fit.

All valves were sensitive.

From the Survey that as far as possible, I conscientiously find that the boilers are in good and fit condition for service.  
Lloyd's Register of Shipping, Agents.

First Visit .. 21/7/41  
Last Visit ... 25/7/41.



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Lloyd's Register  
Foundation

W12-0012 (1/2)



The following parts were renewed or repaired:

DONKEY BOILER.

Both safety valve compression nuts.

PORT BOILER.

Both safety valve compression nuts renewed.  
Port auxiliary check valve and seat skimmed up.

STARBOARD BOILER.

Auxiliary feed check valve spindle, renewed.

FORWARD BOILER.

Main check valve lid renewed.

All Main Boiler safety valves were floated to working pressure of 200 (Two hundred) lbs per square inch and the Donkey Boiler to 120 (One hundred and twenty) lbs per square inch.

The sizes of compression rings were as follows:

PORT BOILER.

Port valve .....  $7\frac{7}{8} + 1\frac{1}{64}$  inches,  
Starboard valve .....  $15\frac{3}{32}$  inches.

STARBOARD BOILER.

Port Valve .....  $13\frac{1}{16}$  inches,  
Starboard valve .....  $3\frac{3}{4} + 1\frac{1}{64}$  inches.

FORWARD BOILER.

Port Valve .....  $7\frac{7}{8}$  inches.  
Starboard valve ...  $13\frac{1}{16} + 1\frac{1}{64}$  inches.

DONKEY BOILER.

After valve .....  $7\frac{7}{16}$  inches  
Forward valve .....  $7\frac{1}{16} + 1\frac{1}{64}$  inches.

Port Boiler Superheat .....  $11\frac{1}{32}$  inches.  
Starboard Boiler Superheat .....  $5\frac{7}{8}$  inches.  
Forward Boiler Superheat .....  $19\frac{1}{32}$  inches.

All valves were sensitive.

From the Survey that I have been able to make as far as possible, I conscientiously believe that these boilers are in good and fit condition, and recommend that Lloyd's Register of Shipping, London, be informed accordingly.

(Signed) F.L. Graham.

First Visit ... 21/7/41  
Last Visit ... 25/7/41.

SURVEYOR  
Appointed by Lloyd's Agents.

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