

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

(Received at London Office)

11 MAR 1946

Date of writing Report 26th. Feb. 1946 When handed in at Local Office 1946 Port of ALEXANDRIA

No. in Survey held at ALEXANDRIA Date. First Survey 18/2/46 Last Survey 22/2/46 (No. of Visits 4)

0705 on the Machinery of the Wood, Iron or Steel S.S. "OLTGARCH"

Gross 6894 Vessel built at Belfast By whom Workman Clark & Co. Ltd. When 1918 8

Net 4078 Engines made at -do- By whom -do- When 1918 8

Nominal 634 Boilers, when made (Main) 1918 8 (Donkey)

of Main Boilers 3 Owners The Admiralty Owners' Address

of Donkey Boilers Managers Managers' Address

eam Pressure in Main Boilers 190 If Surveyed Afloat or in Dry Dock Afloat

in Donkey Boilers Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

ist Report No. 2734,3054 Port Alexandria

Particulars of Examination and Repairs (if any) SEAWORTHY CERTIFICATE

Medical Surveys, when held, must be reported in detail and serialim 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.

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

Is a damage report made by anyone else? If so, by whom? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

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?

What is the latest date of internal examination of each boiler? 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 Boilers? 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? NO Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the 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 screw bush

Is electric light and power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Engines parts, when referred to by numbers, should be counted from forward.

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

This vessel was torpedoed 7-43 (Report No. 2734) and was further damaged on the Port side during heavy weather at Alexandria 3-44 (Report No. 3054).

It was now requested by the D.S.T.O. Alexandria that this vessel be allowed to proceed to Suez in ballast, where it was stated that she would be loaded with ammunition and would then be scuttled in the Red Sea.

Now done:-

The vessel examined afloat.

The Main Engines and auxiliary machinery seen under working conditions and found satisfactory.

The steering engine and windlass engine seen under working conditions and found satisfactory.

The electrical installation examined under working conditions and found satisfactory.

The 3 Main boilers examined externally under steam and found satisfactory.

As a result of above examination it is my opinion that this vessel as far as the above is .../

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is eligible in my opinion

(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 or LMC 140 lb., FD, &c.) CS 3,34,

to remain as at present classed in the Register Book subject to the vessel proceeding in favourable weather.

Survey Fee (per Section 29) £ --- : Fees applied for

Special Damage or Repair Fee (if any) £ : : Received by me,

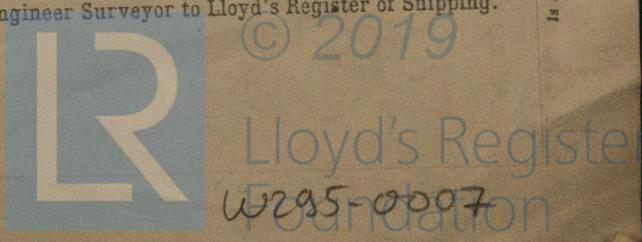
Travelling expenses (if chargeable) £ --- : 19

Committee's Minute TUES. 9 APR 1946

signed Defered



D. G. Jones
Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

... concerned is in fit and seaworthy condition to proceed to Suez subject to the voyage being made in favourable weather.

*machinery generally examined
for voyage from Alexandria
to Suez to load ammunition
prior to being scuttled
in Red Sea.*

*It is submitted action
be deferred*

*R. Bell
5/4/46*



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