

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 7 OCT 1932)

Report made on 6. 10. 32 When handed in at Local Office 6. 10. 32 Port of MIDDLESBROUGH  
Survey held at MIDDLESBROUGH. Date, First Survey 8. 9. 32. Last Survey 6. 10. 1932. (No. of Visits 10.)

On the Machinery of the Wood, Iron or Steel &c. CITY OF "ALEXANDRIA"  
Gross Tonnage 4697. Vessel built at Walsermünde-G. By whom J.C. Tecklenborg A.G. When 1905.  
Net Tonnage 2866. Engines made at . do. By whom . do. When 1905.  
Boilers 415. Boilers, when made (Main) 1905 (Donkey) -  
Boilers 3. Owners Ellerman Line, Ltd. Owners' Address  
Boilers 2056. Managers Ellerman & Bucknall S.S. Co. Ltd. Port Liverpool Voyage S. Africa via London  
Boilers 2056. Surveyed Afloat or in Dry Dock Smithy D.D. Quay. 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 since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A. 1 - 930		L.M.C. 5.29
S.S. Lin. No 3 - 1.21.		B.S. 330
S.S. Nuc. No 2 - 29.		T.S. C.L. 9.29

Boilers of Examination and Repairs (if any) B.S. & T.S.  
 Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Boilers, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Boilers, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Boilers, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.  
 Cases where the Surveyor has not made a special damage report he is required to state whether he has examined the parts, and why they were declined?  
 Has anyone else made a report? If so, by whom?  
 Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.  
 Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes.  
 If not done, state for what reasons?  
 Were any parts of the Boilers could not be thus thoroughly examined?  
 Did you assure yourself of the thorough efficiency of those parts of each Boiler?  
 Did you examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 205 lbs.  
 Did you examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam?  
 Did you examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers?  
 Did you examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler?  
 Did you examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler?  
 Has the tail shaft been drawn and examined? Yes. Is it fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No.  
 Has the stern bush been changed? No. If so, state reasons.  
 Has the stern bush been fitted with continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.  
 Is the distance between lignum vitae bearing of stern bush and top of after bearing of screw shaft 5 3/32. Complete.

Following form:-  
 Makers. Where and when Superintended.  
 Makers. Where and when Superintended.  
 Makers. Where and when Superintended.

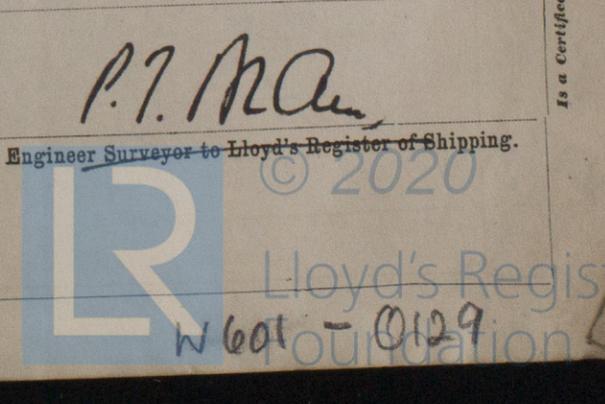
**Now Done.** The main boilers and their mountings examined and put in good order and their safety valves adjusted under steam.

The tail shaft examined and found sound. The propeller, stern bush, and the sea connections and their fastenings examined and put in good order.

**REPAIRS**  
 Port Boiler: 6 broken & 3 corroded combustion chamber stays renewed  
 Center Boiler: 3 broken combustion chamber stays renewed  
 Starboard Boiler: 5 broken & 6 corroded combustion chamber stays renewed  
 Port Combustion Chamber about 2'6" of landing edge of base plate on wrapper welded by electric process. Centre combustion P.T.O.

**Observations, Opinion, and Recommendation:**  
 The machinery of this vessel is in good working condition and eligible, in my opinion, to remain as classed to have fresh record B.S. 10.32 and notation T.S. C.L. 10.32.

Section 29) £ 4:0:0 Fees applied for 6-10-1932  
 or Repair Fee (if any) £ : :  
 Section 29) Received by me 4-11-1932  
 Cases (if chargeable) £ : :  
 Surveyor's Minute P. J. McA...  
 10.32



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

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

BS due 3-31 held

Screw shaft examined.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that  
this vessel is eligible for  
THE RECORD.

B 10:32  
A 10:32

J. J. A.  
12/10/32

- City of ALEXANDRIA -

Chambers: Along 2' 6" on port side and 1' 0" on starboard side  
landing edge of beam plate on weather built up by electric  
welding.

Tube for diamond blow removed in center examination  
Chambers base.

P. J. McA.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

