

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 6th Feb 36 When handed in at Local Office Suez Port of PORT SAID
 No. in Reg. Book 36851 Survey held at XXXXXXX Date, First Survey 7th Nov 35 Last Survey 29th January 36
 on the Wood, Iron or Steel T/8" ZAMZAM " (No. of Visits 10)

TONNAGE: GROSS 8093 NET 5026 UNDER DK. 6505
 Built at Belfast By whom Herland + Wolff & Co L When 1909 9
 Owners Societe Mier de Navigation Maritime Owners' Address Alexandria
 Managers Managers Port belonging to Alexandria

Surveyed Afloat or in Dry Dock? Both Name of Dock Khedivial Mail Destined Voyage YellD Bor DBa

Capacity apacity tons. FPT tons; APT tons; MT feet tons. feet; uE&B feet; f feet

CHARACTER. * for Special Survey. Date of last survey and of Periodical Surveys.	Year and Month when expired.	Machinery and Boiler surveys (including date of N.B., if any).
+ 100.A 1, 1-35		+ L M C.
S.S. <u>Alx</u>		M.S. 2-34
2nd No. 3, 2-34		B.S. 11-34
FITTED FOR OIL FUEL 10.19		156.33 ca.
L.P. ABOVE 120°		

Report, No. 1489 Port Alx

When the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, the inner bottom plating, especially in the boiler space.

Where the Surveyor has not made a special damage report he is required to state whether he has performed services for this purpose and to whom and why they were declined.

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

Was a damage report made by anyone else? If so, by whom?

EXAMINATION AS PER RULE, FOR drydocking and repairs.
 placed in drydock, bottom, rudder, stern frame, keel plate & stem, cleaned, examined, and in good condition, afterwards recoated. Windlass, steering gear, W.T. doors, scuppers, skylights, anchors, cables, part ranged, and general equipment put in good condition.

Foundations, condition and work done.
 Plating, externally in very good condition.
 Keel, (rolling chock) amidships, starboard side, distorted for about one metre but not affecting the shell rivetting.

Cables. The two five fathoms length had been previously condemned. Those lengths were taken up and two ten fathom lengths put on starboard cable near inner end, and a new fifteen fathom length fitted next anchor on port side. New cable mentioned overleaf.
 Certificates for old cable (5 fathom lengths) No's 43460 & 43439, both certificates endorsed for the five fathom lengths.

DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :-
Painted or Repaired								
Repaired in place								

CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
<u>good</u>	<u>no</u>	<u>good</u>	(State if on Felt). When put on, Month Year
"	<u>no</u>	Dblng. Plates under Sounding Pipes	Boats
"	<u>good</u>	Engine Room Skylights	Masts, Yards, &c.
<u>good</u>		Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained
"		Oil Bunkers	(State if wedges removed)
of sidelights		Scuppers	Sails
		Cargo Hatchways	Equipment letter
<u>good</u>		Hatches	Anchors, No. of <u>3 bower, 1 stream</u>
		Planking of Wood Vessels	Chain Locker
		Caulking ditto	Cables (State if now ranged)
		Treenails ditto	" length <u>305 F</u> mean diam. <u>partly</u>
		Breasthooks & Stems ditto	" (on board)
		Transoms Pointers, & Crutches ditto	" Rule length size
		Timbers of Frame at openings ditto	Hawser & Warps
		Ditto Ditto at other places ditto	Standing and Running Rigging
		Stringers, Clamps & Shelves ditto	
		Salting ditto	
		(State if examined.)	

Observations, Opinion as to Class, Recommendation, &c.:-
 clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, for example:- "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of Survey" or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."
 My opinion that this vessel is in a good and fit condition and eligible to be continued as classed, viz :- + 100 A 1, fitted for oil, fuel 10-19 F.P. above 150 F. and to have fresh record of survey 1-36. (subject to fresh water in deep tank not to be loaded above the top of tunnels.)

(per Section 29)	Fees applied for,
Damage or Repair Fee (if any) (Sec. 29)	19
Expenses (if chargeable)	19
Surveyor's Fee (if any)	

Jama Macway
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 13 MAR 1936
 Character Assigned 100 A 1
Write Bd. 2th. for oil fuel
1.36

27 FEB. 1936

210-86M

Is Certificate required? If so, to be sent to



Alterations on deck. Hospital, Rooms on bridge deck, and bath rooms and W.Cs were all in my letter of 9th January, and were satisfactory jobs.

No 4 hatch coaming on the bridge deck has not been permanently fixed and has now the usual hatch coamings, battens and tarpaulins.

Deep tank. No 5 hold is now fitted out as a deep tank for the carrying of fresh water for the pilgrims. It has a watertight centre bulkhead, longitudinally, and the stiffenings are fitted as per your letter and drawing. Athwartships bulkheads. The boundary bulkheads and tunnels have not been stiffened and because of this the certificate as granted only allowed a certain amount of water to be carried in this tank. I am writing the Owners in accordance with my letter of 21st January and your reply of 30th January, and I expect those to be fitted in the present year.

- x Athwartships bulkheads and wash plates are fitted as per drawing.
- Air ~~XXXXXX~~ and sounding pipes as per rule.
- Pumping arrangements are complete.

Freeboard. The certificate was endorsed dated 28th January 1936. The vessel is not likely to be further loaded than twenty one feet at the most.

Freeing ports in forward well. As per your letter of 18th January I have had the three freeing ports on each side increased to an area of 4.5 square feet each. The additional freeing port required on each side in way of the portable bulwark just forward of bridge space, could not be cut, as there is a heavy doubling at this part for the strength. The portable bulwark at those parts ~~XXXXXX~~ which are on hinges can be kept open and there is also a hawse pipe at the break giving an area of 2' X 8". The screen bulkhead mentioned in the fore deck is only a temporary structure bolted to the house (originally officers quarters but now a galley) on the one side and to the bulwark and is fixed by coach screws to the deck. It is of 3/16" plate, stiffened by 2" angles, and is meant to keep pilgrims away from the galley door.

Side port doors. The hinged ship side watertight doors which were at frames 12/14 are now fitted ~~XXXX~~ at frames 30/32. The shell plating at 12/14 being efficient plated over.

Windlass. Pads fitted to gypies.

Steering gear. Quadrant hanging slightly forward and teeth wearing at top. Gland was refitted, engine set slightly back.

Rudder. In good condition, pintles good, bottom washer good.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge.....															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.		
38196	15 1/2	2 1/2			46.2.21									BS No26 TS No12 112.10.0 27/Nov 35
					157.10						stud link		L.P.H-BO	
	Iron Stream Chain or Steel Wire...													

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.

87B
7.3.36

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