

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 6th Feb 36 When handed in at Local Office 19... Port of PORT SAID
No. in Survey held at Suez Date, First Survey 7th Nov 35 Last Survey 29th January 36
Reg. Book. XXXXXXXXXX T/8" ZAMZAM" (No. of Visits 10)

36851 on the Wood, Iron or Steel
TONNAGE: Built at Belfast By whom Harland & Wolff & Co Ltd When 1909 9
GROSS 8093 Owners Societe Mier de Navigation Maritime Owners' Address
UNDER DK. 6505 Managers Managers' Address
NET 5026 Port belonging to Alexandria

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

Depth of Water at low tide feet; uE&B feet; f feet
Capacity tons. FPT tons; APT tons; MT feet tons.
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Alterations in the existing records should be underlined.
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.

Report, No. 1489 Port Alex

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; being detailed in the body of the report, should be summarised in the form shown below. Whenever the Anchors or Chains is reported the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has made special 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?

RE 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, port 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 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								
Repairs in place								
CONDITION OF THE								
good	State if Tanks have been examined inside	no	Air and Sounding Pipes	good	Copper, or Y.M. of Wood Vessels			
"	State if Tanks now tested	no	Dblg. Plates under Sounding Pipes		(State if on Felt).			
"	Bulkheads	good	Engine Room Skylights	good	When put on, Month			
"	Ceiling		Coal Bunkers, Open'gs, Lids, &c.		Year			
good	Cement or Asphalt		Oil Bunkers		Boats			
"	(State which.)		Scuppers		Masts, Yards, &c.			
of sidelights	Rudder		Cargo Hatchways		Condition, how ascertained			
good	Steering gear and its connections		Hatches		(State if wedges removed)			
	Windlass		Planking of Wood Vessels		Sails			
	Have pumps now been examined and found efficient?		Caulking	ditto	Equipment letter			
	Have Sluice Valves now been examined and found efficient?		Treenails	ditto	Anchors, No. of	3 bower, 1 stream		
	Have Watertight Doors now been examined and found efficient?		Breasthooks & Stemson	ditto	Chain Locker			
	Have Ventilators and their Coamings been examined and found efficient?		Transoms Pointers, & Crutches	ditto	Cables (State if now ranged)	305 F	partly	
			Timbers of Frame at openings	ditto	" length (on board)		mean diam.	
			Ditto Ditto at other places	ditto	" Rule length		size	
			Stringers, Clamps & Shells	ditto	Hawser & Warps			
			Salting	ditto	Standing and Running Rigging			
			(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, 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" 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

viz:— + 100 A 1, fitted for oil, fuel 10-19 F.P. above 150 F. and to have fresh record

key 1-36. (subject to fresh water in deep tank not to be loaded above the top of tunnels.)

(per Section 20)	£	:	:	Fees applied for,
Damage or Repair Fee (if any)	£	48.	9. 0	19.
Expenses (if chargeable)	£	20.	13. 0	Received by me,
Surveyor's Fee (if any)	£	:	:	19.

Committee's Minute

FRI. 13 MAR 1936

Character Assigned

Write B.L.

100 A 1
Fitted for oil fuel
B.L. 36

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

Alterations on deck. Hospital, Rooms on bridge deck, and bath rooms and W.Cs were
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
bulwerk just forward of bridge space, could not be cut, as there is a heavy
doubling at this part for the strength. The portable bulwerk 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.

Windless. 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.	lbs.			
	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.	Statu- tory.	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	42.6.0					BS No26 TS No12 112.10.0 27/Nov 35
Iron Stream Chain or Steel Wire....				157.10					stud link	L.P.H-BO	



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Lloyd's Register
Foundation