

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

(Received at London Office 24 FEB 1936)

Writing Report 4th, Feb. 1936 When handed in at Local Office 19 Port of **PORT SAID**

Survey held at **SUEZ** Date, First Survey 7th, Nov. 35 East Survey 28th Jan 1936  
(No. of Visits 5)

on the Machinery of the ~~XXXXXXX~~ Steel **T/S "ZAMZAM"**

Gross 8093 Vessel built at **BELFAST** By whom **Harland & Wolff, Ltd** When 1909  
Net 5026

Engines made at **Belfast** By whom **Harland & Wolff, Ltd** When 1909  
Boilers, when made (Main) 1909 (Donkey) **XXX**

Owners **Societe Misr de Navigation Mar** Owners' Address  
(if not already recorded in Appendix to Register Book.)  
Managers **Port Alexandria Voyage**

If Surveyed Afloat or in Dry Dock **Both**  
(State name of Dock.) **Khedivial Mail.**

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 assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A.1, 1-35		+ L M C
2nd No 3, 2-34		M S 2-34 B S 11-34
FITTED FOR OIL FUEL 10.19		TG 6.33 C
I.P. ABOVE 180° F.		

key Boilers ☒

Report No. Port

## Particulars of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **Yes**

Donkey " " " " **XX**

Is not done, state for what reasons? **XX**

Parts of the Boilers could not be thus thoroughly examined? **XX**

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? **XX**

Latest date of internal examination of each boiler **P & S double ended 7/11/35 & centre aft. Present condition of funnel(s) good.**  
**centre forward 22/11/35**

Surveyor examine the Safety Valves of the Main Boiler? **yes** To what pressure were they afterwards adjusted under steam? **215 per sq in**

Surveyor examine the Safety Valves of Donkey Boiler? **XXX** To what pressure were they afterwards adjusted under steam? **XXX**

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **yes** , and of the Donkey Boilers? **XXX**

Surveyor examine the drain plugs of the Main Boilers? **yes** , and of the Donkey Boiler? **XXX**

Surveyor examine all the mountings of the Main Boilers? **yes** , and of the Donkey Boiler? **XXX**

Shaft now been drawn and examined? Is it fitted with continuous liner? **NOT DRAWN** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **see below**

Shaft now been changed? If so, state reasons. **NOT DRAWN** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **see below**

Shaft now fitted been previously used? Has it a continuous liner? **see below**

of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. **see below**

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

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

## General survey of boilers.

Boilers with their safety valves, doors, and mountings, examined inside and outside, and the

valves afterwards adjusted under steam to the pressure stated above.

Washers were sensitive. Washers were :- Port boiler (double ended, Forward 1/4", middle 1/4" aft 1/4"  
Starboard boiler (double ended) Forward 7/16", middle 7/16" Aft 7/16"  
Centre forward. F. 5/16" B. A 1/4" B.  
Centre aft F. 1/4" A. 1/4"

Pressure gauges in stokehold showed approximate to mine, but two were about 3 lbs high. Recommendations, condition and work done.

All boilers. Steelwork both outside and inside was in good condition, there had been corrosion showing a bit on the bottom of wrapper plates, but not excessive and not active.

double ended. Port low after furnace. One rivet on saddle back the countersunk part broken out and several rivets slight leaks. Rivets renewed.

Brickwork partly taken off in back ends for examination of stays and plating. All mountings put in good condition.

## General Observations, Opinion, and Recommendation:—

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, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 W., F.D., &c.)

It is my opinion that those boilers are in a good and fit condition and eligible to be continued

classified with fresh record of :- **BS. 11-35.**

Fees applied for  
£ 21. 0. 0 5/2/ 1936  
Damage or Repair Fee (if any) £ : :  
(per Section 29.)  
Expenses (if chargeable) £ 7. 0. 0  
Received by me, 19

Committee's Minute

Signed

FRI. 13 MAR 1936

1.36

Signature  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

W98-0116



Port double ended boiler (cont)

Six plugs for gauge glasses renewed.  
For all boilers. ridge left in former skimming of valve seat, all taken off.

Starboard boiler (double ended) Part brickwork demolished for examination.  
All mountings put in good condition.  
Six gauge glass plugs renewed.  
One check valve renewed and seat skimmed.

Centre aft boiler. single ended. Check valve renewed.  
Six plugs for gauge glasses renewed.  
Two stay nuts renewed in port low furnace.  
Two stay nuts renewed in starboard low furnace.  
cover for feed heater renewed.

Centre forward boiler. Two plugs for test cocks renewed.  
Two studs in centre back end, drilled out and plugged. Those studs must have been

For all boilers. Flanges of all mountings on the boilers were not in my opinion kept sufficiently clean, and nuts etc were liable to corrosion. I got all those flanges cleaned, the cleaned, nuts and studs recasted, and made a strong recommendation that those should be kept clean at all times.

Drain plugs were in good condition.

In those boilers which were converted for oil fuel a number of years ago, the dampers in the and boxes still exist. Those I had locked so that they cannot be used.

Electricity. There has been a great deal of new wiring put in the ship. I had the machinery with full load, all fans, lights, and motors for fans, run and found satisfactory. I also had a meger test on all wiring, proving satisfactory.

As the vessel was in dry dock, all sea connections were opened up. The vessel having been stationary for a long time, those chests were solid inside. All chests were cleaned and coated on the water side, grids cleaned, several studs for gr renewed, all valves ground in, seats found solid, chests repacked, and put in good condition. There was a branch from the starboard main injection went to the pump for the auxiliary cooling which had been giving trouble. This was opened up, chest opened up, a sluice valve, faces and valve worn, valve faces were skimmed and valve renewed.

Tail shafts. Port, neck ring  $1/16$ " slack  
outer bush,  $3/32$ " down  
Star, neck ring  $3/32$ " slack  
outer bush  $1/8$ " down.