

# 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'y 1936 (No. of Visits 5)

on the Machinery of the ~~Wood, Iron or Steel~~ T/S "ZAMZAM" BELFAST

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

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

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

Donkey Boilers 0  
Pressure 215  
If Surveyed Afloat or in Dry Dock Both Khedivial Mail.  
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

## Particulars of Examination and Repairs (if any)

Special 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 damage (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 date and 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.

Has a special damage report been made by anyone else? If so, by whom?

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? XX

Were any parts of the Boilers not thus thoroughly examined? XX

Were any special means, in the absence of internal examination, adopted by the Surveyor or to assure himself of the thorough efficiency of those parts of each Boiler? XX

What was the 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

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

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? yes, and of the Donkey Boiler? xxx

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? xxx

Has the main shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the main shaft now been changed? If so, state reasons. NOT DRAWN

Has the main shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? see below

What was the result 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. Complete

Is the survey of boilers complete? Is electric light and/or power fitted? Complete

Were all boilers surveyed? Were all boilers with their safety valves, doors, and mountings, examined inside and outside, and the safety valves afterwards adjusted under steam to the pressure stated above.

Were all pressure gauges in stokehold shown to be correct? Were all pressure gauges sensitive. Washers were :- Port boiler (double ended, Forward 1/4", middle 1/4" aft 1/4" Starboard boiler (double ended) Forward 7/16" B, middle 7/16" Aft 7/16" B Centre forward. F. 5/16" B, A 1/4" B. Centre aft F. 1/4" A. 1/4"

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Fees applied for 5/2/ 1936

Damage or Repair Fee (if any) £ 21.0.0

Expenses (if chargeable) £ 7.0.0

Received by me, 19

Committee's Minute

13 MAR 1936

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

Signature of 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 nuts 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 end 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 megger 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 grids 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 water 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.

