

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 14 MAR 1947)

Writing Report 5th. March, 47 When handed in at Local Office _____ 19__ Port of LISBON

Survey held at CASABLANCA Date, First Survey 17th. February Last Survey 27th. February 47
(No. of Visits -)

on the Machinery of the ~~Wood, Iron or Steel~~ Steel S/S. "CAID ALLAL"

Gross <u>1122</u>	Vessel built at <u>Middlesbro'</u>	By whom <u>Sir Raylton Dixon & Co. Ltd.</u>	YEAR. <u>1915</u>	MONTH. <u>-</u>
Net <u>466</u>	Engines made at <u>" "</u>	By whom <u>Richardson Westgarth & Co. Ltd.</u>	When <u>1915</u>	
Boilers, when made (Main)	Owners <u>Union d'Entreprises Marocaines</u> Owners' Address _____			
Managers <u>-</u>	(if not already recorded in Appendix to Register Book). Port <u>Casablanca</u> Voyage _____			
If Surveyed Afloat or in Dry Dock <u>both</u>	(State name of Dock.) _____			

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 new apprd.	Machinery and Boiler Surveys (Including date of N. B., if any).

Report, No. _____ Port _____
Particulars of Examination and Repairs (if any) CASSIFICATION.

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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and the nature of the damage 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 declined his services for this purpose, and why they were declined.

Has a damage report 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? _____

Were any parts of the Boilers not examined? _____

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

What was the date of internal examination of each boiler? Port & Starboard 19-2-47

What was the present condition of funnel? good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes To what pressure were they afterwards adjusted under steam? 200lbs.

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? _____ and of the Donkey Boilers? _____

Did the Surveyor examine all the mountings of the Main Boilers? (principal) yes and of the Donkey Boilers? _____

Has the screw shaft now 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 screw shaft now been changed? no If so, state reasons _____

Has the screw 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? _____

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 4 m/m

Were any gina parts, when referred to by numbers, should be counted from forward? _____ Is electric light fitted? yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

Is the survey complete, state what arrangements have been made for its completion and what remains to be done. Complete.

What was the result of the following survey is stated to have been carried out by the local surveyor and incorporated in reports dated 12th. October and 27th. December 1946.

Was the vessel placed on the floating dock, propeller, sea cocks and valves (Opened out) and all outside fastenings examined. _____

Was the tailshaft drawn in, examined and found in order. _____

Were the main engine HP, IP, & LP cylinders, covers, pistons, rods, valves and chests, crank and thrust shafts, main condenser (tested) coupled air, circulating, feed and bilge pumps, independent feed, general service and ballast pumps, dynamo unit, switch board and electrical installation (megger tested) and pumping arrangements opened out and examined. _____

Were the steam pipes (steel) over 3" bore were tested hydraulically to 18 kg./cm² _____

What were the local Observations, Opinion, and Recommendation: _____ (p.t.o.)

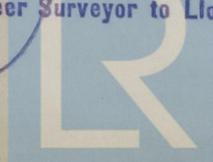
State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is in good order and is eligible in my opinion to be classed with the records of L.M.C. 3,47 and T.S.CL. (with date) subject to the plans and reports being approved.

FRI 4 JUL 1947

See minute on his F.E. Rpt. 4309^A

John G. ...
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

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

8310

Both main boilers with their mountings opened out and examined internally and externally and after repairs, the safety valves adjusted under steam to 200 lbs.

The following repairs are stated to have been carried out at this survey:-

- Crankshaft lifted, main bearings retalled, and re-aligned
- IP slide valve and face machined
- HP bottom end bearing retalled
- Thrust shoes skimmed up and forward bearing retalled
- Both steam pistons in feed pump renewed.
- 3 plates in funnel renewed.

Boilers

A few broken stays renewed in both boilers and some minor welding carried out.

The following inspection was made personally subsequent to the above survey:-

Vessel placed on the floating dock, propeller and all outside fastenings examined.

Main engine generally examined without opening out, all repairs verified and found in order.

All independent pumps, examined without opening out and tried under working conditions.

Electrical installation examined.

Pumping arrangements part opened out, examined and found in order.

Both main boilers with their principal mountings opened out, examined internally and found in order.



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