

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 17th Sept. '55 When handed in at Local Office 1955 Port of Suez  
No. in Reg. Book Survey held at Suez Date, First Survey and Last Survey 14th Sept. '55  
19577 on the Woodxxxxx Steel "M E C C A" (No. of Visits one)

TONNAGE: Built at Birkenhead By whom Cammell Laird & Co. Ltd. YEAR. MONTH. 1929 4  
GROSS Owners Khedivial Mail Line S.A.E. Owners' Address  
UNDER DEK Managers -ditto- (If not already recorded in Appendix to Register Book)  
NET Port belonging to Alexandria

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Port Ibrahim  
Cell DBor DBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.  
Only alterations in the existing records of tanks should be inserted.  
N.B.—All alterations in the existing records should be underlined.  
Last Report, No. 383 Port SUZ

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, 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 besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.  
Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE FOR Grounding.  
Attended on board at the request of the Master on account of grounding stated to have occurred at El Tor on 13th September, 1955. The Master states that the vessel grounded gently forward and was refloated using the ship's engines. Prior to the grounding forward the Chief Engineer reports a bump aft. It is believed the keel may have touched the bottom whilst leaving in the swell.

Now done:- The spare between Frs. 14 & 15 (from aft.) examined and lower edge of vertical centre keelson found slightly buckled adjacent to Fr. 14. Bottom plating leaking slightly at this point.  
The bottom plating aft was examined by a diver who reports an indent 18" long by 2" wide at Frs. 14-15 and a second indent 7" long by 2" wide slightly further aft.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...								P.T.O.
Removed and Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Upper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers.	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board.)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Boors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting	
Have the Tanks been tested?		State if examined	

General Observations, Opinion as to Class, Recommendation, &c.:

State 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, thus, for example:—"to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

Eligible, in my opinion, to remain as classed without fresh record of survey subject to keel plating, stern frame and rudder being specially examined and dealt with as necessary on the next occasion in drydocking (due May 1956.)

Survey Fee (per Section 23) £ E 16.000  
Additional Damage or Repair Fee (if any) (per Sec. 23) £ : :  
Selling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :  
Committee's Minute  
Character Assigned

Fees applied for, 15/9/ 19.55

Received by me, 19.

THURSDAY 13 OCT 1955

Surveyor to Lloyd's Register of Shipping.

Deferred for ss (by 6.56) & drydocking

Lloyd's Register Foundation



Temporary damage repairs:- Leaking rivets at lower edge of keelson at Frs. 14-15 plugged by diver and a substantial cement box fitted over plugged rivets.

It is recommended that the shell plating, stern frame and rudder be specially examined on the next occasion in drydock, on account of grounding and dealt with as necessary. (drydocking due May 1956.)

FROM  
Surveyor.

## 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														If Patent, state name of Patentee.		
	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.

[illegible]

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.