

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

WRECK BOX
No. 67 Top

No. 1935

(Received at London Office) 30 OCT 1930

Date of writing Report 24th Oct 1930 When handed in at Local Office Port of Port Said

No. in Book 240 Survey held at Port Said Harbour Date, First Survey 23rd Last Survey 23rd Oct 1930
(No. of Visits 1)

on the Machinery of the Wood, Iron or Steel S.S. "Matoppo"
Gross Tonnage 5305 Vessel built at Port Glasgow By whom W. Hamilton & Co. When 1905-11
Net Tonnage 3414 Engines made at Glasgow By whom D. Rowan & Co. When ""
487 Boilers, when made (Main) 1905 (Donkey)

Boilers 3 Owners Ellerman & Bucknall S.S. Co. Owners' Address Port London Voyage
Boilers 20 Managers Afloat (if not already recorded in Appendix to Register Book)

If Surveyed Afloat or in Dry Dock Afloat (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 since last survey applied	Machinery and Boiler Surveys (including date of N.E., if any)
+100 A.I. 4.29.		+ LMC
MS. 7-26		
BS. 2-29		
BS. 6.50.		
A. 3.29		

Particulars of Examination and Repairs (if any)
Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on machinery, if any, and, in detail, the nature and extent of repairs due to other causes; and damage (the cause of which must be stated) should be briefly summarised at the end of the report. State also the details of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has examined the machinery for this purpose, and why they were declined?

Has the report made by anyone else? If so, by whom?

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

Has the Surveyor done, state for what reasons?

Has the Surveyor of the Boilers could not be thus thoroughly examined?

Has the Surveyor al 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?

Has the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boiler?

Has the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Has the Surveyor examine all the mountings of the Main Boilers? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the Surveyor 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 Surveyor been changed? If so, state reasons. Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the Surveyor 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?

Has the Surveyor see between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? not complete, state what arrangements have been made for its completion and what remains to be done?

Has the Surveyor for rope round propeller. The vessel was proceeding north on the Suez Canal, had to tie up at Mantara to allow vessels to pass & in manœuvring caught on line (7" Manila x 90 fms) & got a part forked round propeller. The crew took it off & reported to me that there was no damage.

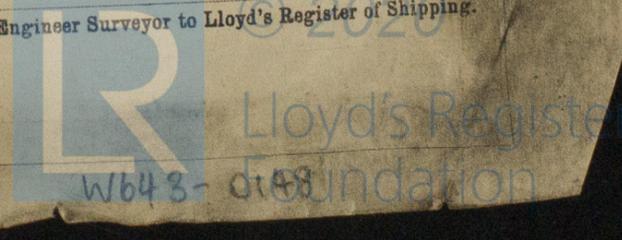
Observations, Opinion, and Recommendation:—
What alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also what alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, E.S. 9.11, E.&H.S. 9.11, or L.M.C. 9.11, &c.)

Opinion this machinery is in a good & fit condition & eligible to remain in service.
and viz :- + LMC, MS. 7-26.

Signature: James Tracey
Engineer Surveyor to Lloyd's Register of Shipping.

Fees applied for 23-10-1930
Received by me, 23-10-1930

Committee's Minute TUE. 4 NOV 1930
Assigned Deferred for No. 3.
TUE. 9 DEC 1930



Vertical text on the left edge of the page, partially obscured by other documents. Visible words include "Register of Shipping", "Boiler", "Propeller", "Screw", "Shaft", "Lignum vitae", "Bearing metal", "Stern bush", "After bearing", "Screw shaft", "L.M.C.", "MS. 7-26", "BS. 2-29", "BS. 6.50.", "A. 3.29".

Vertical text on the right edge of the page: "Insert Character of Ship and Machinery precisely as in the Register Book."

Vertical text on the far right edge: "Is a Certificate required? If so, to be sent to..."

Rope cleared from propeller

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

SS. No 3 due 9.29
to be held on arrival in
UK. approved

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

[Signature]
30/10/30.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation