Rpt. 9.

No. 29371

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

(Received at London Office 3 FEB 1927)

Date of writing Report ..... 19 .... When handed in at Local Office -1 FEB. 1927 19 .... Port of Sunderland

No. in Reg. Book. Survey held at Sunderland Date, First Survey 18th Oct 23 Last Survey 1st Feb 1927 (No. of Visits 16)

on the Machinery of the ~~Wood, Iron or~~ Steel S/S "Princess" Master

Tonnage { Gross 1896 / Net 1115 } Vessel built at Sunderland By whom J. L. Thompson & Sons Ld When 1924 (YEAR. MONTH.)

Registered Horse Power 213 Engines made at Glasgow. By whom D. Rowan & Co When 1920

No. of Main Boilers 2 Boilers, when made (Main) 1920 (Donkey) none

No. of Donkey Boilers none Owners Joseph L. Thompson Sons Ld Port Sunderland Voyage

Steam Pressure— In Main Boilers 180 If Surveyed Afloat or in Dry Dock .....
(State name of Dock.)

In Donkey Boilers ✓

Last Report No. ..... Port .....

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).

Particulars of Examination and Repairs (if any) Special Examination

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined? ..... Was 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?

Do. " Donkey " " "

If this was not done, state for what reasons?

In what parts of the Boilers could not be thus thoroughly examined?

In what 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?

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

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? ....., and of the Donkey Boiler?

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

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

Has the screw shaft now been drawn and examined? ..... Is it fitted with continuous liner? ..... or two liners? ..... or is it without liners?

Has the shaft now been changed? ..... If so, state reasons

Is the shaft now fitted new? ..... Has it a continuous liner? ..... or two liners? ..... or is it without liners?

What is the distance between lignum vitæ of stern bush and top of after bearing of screw shaft?

If the survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete.

The machinery was sent to Barcelona in 1920 and re-shipped to Sunderland in 1923. The following examination was undertaken (1924) to ascertain the condition of the machinery after shipment and storage before fitting it into the vessel.

NOW DONE The propeller, screw shaft, cylinders, pistons and slide valves, the crank, thrust and tunnel shafts and the pumps examined.

The crankshaft was found corroded locally at some of its bearings, the marks were dressed out and the shaft is good. All other parts of the machinery were found in good condition

The condenser tested and found good.

Both main boilers examined internally and externally and found in good condition

Special Observations, Opinion, and Recommendation:—

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, or ✠ L.M.C. 9,11 (40 lb., F.D., &c.)

For the information of the Committee.

For Recommendation for Record please see 1st entry Report herewith.

LTR E. 11-4-24

Fee (Section ....) ..... £ 10 : 10 : Fees applied for -1 FEB. 1927

Survey or Repair Fee (if any) ..... £ : : (Section 28.)

Expenses (if chargeable) ..... £ : : Received by me, 12.2.1927

S. C. Davis
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUES. 8 FEB 1927 ✠ L.M.C. 2:27. C.L.

CERTIFICATE WRITTEN.

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

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

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