

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

(Received at London Office

11 DEC 1945)

Date of writing Report 16/11/45 When handed in at Local Office 19 Port of ALEXANDRIA

No. in Reg. Book 44263 Survey held at ALEXANDRIA Date, First Survey 8/11/45 Last Survey 10/11/45 1945
(No. of Visits 3)

on the Machinery of the ~~Wood Iron or Steel~~ S.S. "SICILIAN PRINCE"

Tonnage Gross 489 Vessel built at Haverton Hill-on-Tees By whom Furness S.B. Co.Ld. When 1922 Month 6
Net 1652 Engines made at Hartlepool By whom Richardsons, Westgarth & Co.Ld. When 1922 Month 6

Nominal Horse Power 547 Boilers, when made (Main) 1922 6 (Donkey) & Co.Ld.

No. of Main Boilers 3 Owners Rio Cape Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Furness, Withy & Co.Ld. Port London Voyage

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 180 (State name of Dock.)

In Donkey Boilers

Last Report No. 3293 Port P.Sd.Particulars of Examination and Repairs (if any) PART B.S.

(Periodical Surveys, when held, must be reported in detail and serially 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? No

Did the Surveyor examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No , and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? No , and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? No , and of the Donkey Boilers?

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner?

State date 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

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

The Boiler survey was commenced at Port Said with examination of Starboard Boiler and it was recommended that certain repairs be completed at this Port in order to obviate undue delay to vessel.

Repairs recommended at Port Said to be completed at Alexandria.

Starboard Boiler.
Port margin stays centre combustion chamber Nos. 5 to 14 from top to be renewed.
Starboard margin stays centre combustion chamber Nos. 6, 9, 10, 11, 12, 13 from top to be renewed.
Between centre and starboard combustion chambers centre stay bottom row to be renewed.
4 stay holes to be tapped out.

P.T.O.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is eligible

(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.S.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

in my opinion to remain as at present classed in the Register Book with fresh record of B.S. 11-45 subject to the Port and Centre Boilers being surveyed and the safety valves of boilers being adjusted under steam. Also the oil fuel and steam smothering installations to examine under working conditions. Also subject to propeller blade tip being repaired as previously recommended

Survey Fee (per Section 29) £ 9.000 Fees applied for 19
Special Damage or Repair Fee (if any) £ Received by me 19
(per Section 29.)
Travelling expenses (if chargeable) £ 1.400

Committee's Minute

TUES. 8 JAN 1946

Assigned

As now subject

Note

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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Now done:-

The Starboard Boiler examined internally and externally in way repairs.
4 stay holes tapped out and all combustion chamber stays fitted as recommended.

The Boiler was hydraulically tested to 180 lbs. per sq. in. on completion of repairs and found in centre combustion chamber that the N°12 stay from top 2nd. row on Port side and N°9 from top 2nd. row on Starboard side were leaking.

These 2 stays were now renewed and the Boiler again hydraulically tested to 180 lbs. per sq. in. and found satisfactory.

To complete the Boiler Survey the Port and Centre Boilers have to be surveyed and the safety valves of all boilers adjusted under steam. Also the oil fuel and steam smothering installations to examine under working conditions.



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