

## Rpt. 9

Date of writing report 3.7.62 Received London Bremen Port Bremen No. 6461  
 Survey held at Bremen No. of visits 10 First date 30.5.62 Last date 17.6.62

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. 21984 Name M.V. "MEDINA PRINCESS" Gross tons 7069 Date of build 7-1944  
 Owners Helmville Line Ltd. Managers - Port of Registry Leith  
 Engines made 1944 By Wm. Denny & Bros Ltd. Type T 3Cy 24 1/2" 39" & 70" x 48"  
 No. of Main Engines 1 No. of Screws 1 Records of Survey & Special Notations as per Register Book  
 No. of Main Boilers 3SB W.P. 2201b  
 No. of Aux./Donkey Boilers - W.P. -  
 Surveyed Afloat or in Dry Dock afloat  
 Nature of Survey Wear and Tear Repairs  
 Was Damage Report issued? No Int. Cert.? Yes  
 Last Report (For Head Office only)

Hull	Machinery
+100A1	+LMC 9/59
with freeboard	MBS 7/61
SS 9/59	TS CL 8/59
DS 2/61	SPS 5/61

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

**Now** DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections  
 Fastenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?  
 Has Shaft now fitted been previously used? Has Shaft now examined fitted a continuous liner? Approved oil gland?  
**MAIN ENGINES** (Recip. Steam or I.C.) **PORT** **STARBOARD**

- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides Side  
Centre
- 4 Crankpins & Bearings Side  
Centre
- 5 Journals & Bearings

## MAIN ENGINE DRIVEN AIR COMPRESSORS

- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices

## MAIN ENGINE DRIVEN SCAVENGE PUMPS

- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers

## SCAVENGE BLOWERS

## SUPERCHARGERS

## MAIN TURBINES

- 18 Casings, Rotors, Blading, Bearings & Thrusts

## EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

## STEAM COMPRESSORS

## CLUTCHES &amp; HYDRAULIC COUPLINGS

## REDUCTION GEARING

## THRUST BLOCKS, SHAFTS &amp; BEARINGS

## INTERMEDIATE SHAFTS &amp; BEARINGS

## HOLDING DOWN BOLTS &amp; CHOCKS

## CONDENSERS (MAIN &amp; AUX.)

## STEAM RE-HEATERS

## DE-SUPERHEATERS

## STOP &amp; MANOEUVRING VALVES

## MAIN ENGINE DRIVEN PUMPS

## CRANKCASE DOORS &amp; EXPLOSION RELIEF DEVICES

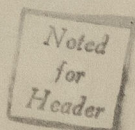
Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS Eligible in our opinion to remain as now Classed in the Register Book without fresh record of survey, subject to the fire extinguishing line being placed in good condition, the emergency fire pump being placed in good condition, the lagging on the boilers being satisfactory restored, the generators to be cleaned as necessary, the ammeters of the outer generator to be overhauled and the earth faults on the outgoing cables from the switchboard being dealt with, the lighting in the E.R. and B.R. to be permanently restored and all temporary lighting to be removed or made permanent at Rotterdam to which port the ship is now proceeding direct from Bremen.

Date of Committee

Decision

See Rot 54201





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39 Essential Independent Pumps (Identify by position).....

38 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....

35 Fresh Water Coolers.....

36 Lub. Oil Coolers.....

37 Heaters (state service).....

38 Independent Air Compressors, Coolers & Safety Devices.....

39 Air Receivers & Safety Devices—Main.....

40 Auxiliary.....

41 Oil Fuel Tanks (Not forming part of hull structure).....

42 Evaporators.....

43 Have Evaporator Safety Valves been tested under steam?.....

44 Steering Machinery.....

45 Windlass.....

46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION	PORT	ELECTRICAL EQUIPMENT STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			1 Generators & Governors.....
b Exciters.....			
c Air Coolers.....			m Motors.....
d Motors.....			
e Air Coolers.....			n Switchboards & Fittings.....
f Control Gear, Cables, etc.....			o Circuit Breakers.....
g Insulation Resistance.....			p Cables.....
h Insulating Oil Test.....			q Insulation Resistance.....
i Overspeed Governors.....			r Steering Gear Generators and Motors.....
j Magnetic Couplings.....			s Navigation Light Indicators.....
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN..... AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves.....

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to { Sat.  
Spt.

Boiler Securing Arrangements.....

Main Economisers.....

Exhaust Gas Heated Economisers.....

Steam Heated Steam Generators.....

Steam Generator Safety Valves Adjusted to.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules?.....

Forced Circulating Pumps.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....

Funnel.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main.....

Auxiliary (over 3 in. bore).....

Were Copper Pipes annealed?.....

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Recommendations made after examination of machinery and electrical installation of the above ship whilst she was lying in Bremen on the 30th May, 1962 and subsequently.

1) Main circulating pump discharge pipe fractured, to be repaired.

2) Lagging of all Main Boilers to be put in order.

3) Fire extinguishing line to be repaired, fractured at approx. 15 spots.

4) Fire pump seized, to be put in order.

5) Outboard 30 kW generator to be cleaned, earth fault in one cable to be removed, ammeter to be placed in order, governor of steam engine to be placed in order, cable connecting shunt field regulator at switchboard to be repaired as necessary.

6) Centre 15 kW generator to be cleaned, governor of steam engine to be placed in order, cable connecting shunt field regulator at switchboard to be repaired as necessary.

7) Oil drip tray to be fitted above switchboard in way of oil pipe flange and switchboard to be protected against ingress of steam 15 kW generators. Earth faults on outgoing cables from switchboard to be removed or cables to be disconnected.

Survey fees.....

W.&T.Repairs £ 35-0-0

1 Sunday Fee £ 5-12-6 (R.Bö)

3 Late Fees £ 13-11-6 (R.Bö)

Damage fee.....

Expenses..... 9-0-0

2961 JUL 9 1

Date when A/c rendered.....

Accepted

Rpt. No. Cont. Sheet

Port of Bremen

Continuation of Ship/Mchy. Report No. 6461

Continuation of Report No.

dated 3.7.62

on the

on the S.S./MCH "MEDINA PRINCESS"

8) Lighting in boiler room to be permanently restored.

9) Lighting in engine room and shaft tunnel to be permanently restored and all temporary lighting to be removed or made permanent.

10) Blank flange in drain pipe from boiler mountings removed.

Before the ship left this port the following repairs were carried out.

1) Main circulating pump discharge pipe permanently repaired and pressure tested on completion.

2) Nothing done.

3) Cement boxes fitted to fire extinguishing line but only considered suitable for the passage to Rotterdam.

4) Nothing done.

5) Governor of steam engine driving outboard 30 kW generator placed in order, earth fault on one cable removed and cables connecting shunt field regulator to switchboard taped up.

6) Governor of steam engine driving centre 15 kW generator placed in order and cables connecting shunt field regulator to switchboard taped up.

7) Oil drip tray fitted above switchboard in way of oil pipe flange, cause of ingress of steam to switchboard from 15 kW generators removed and earth faults on outgoing cables from switchboard removed or cables disconnected.

8) Lighting in boiler room partly restored.

9) Lighting in engine room partly restored.

Lighting in shaft tunnel restored.

10) Blank flange in drain pipe from boiler mountings removed.

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