

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

FEB 19 1941

(Received at London Office)

Date of writing Report 21. 12. 1940 When handed in at Local Office 21. 12. 1940 Port of PORT SAID

No. in Reg. Book 2859 Survey held at Suez Date, First Survey and Last Survey 14th Dec 1940
(No. of Visits 1)

on the Machinery of the Wood, Iron or Steel sc. "CYPRIAN PRINCE"

Tonnage Gross 1988 Vessel built at Haverton Hill By whom Furness, S.B. Co. Ld When 1934 Month 1
 Net 1002 Engines made at Hartlepool By whom Richardson, Westgarth & Co. Ld. When 1934
 Nominal Horse Power 315 Boilers, when made (Main) 1934 (Donkey) ✓

No. of Main Boilers 253 (306) Owners Prinice Line Ld. Owners' Address London Voyage ✓
 No. of Donkey Boilers ✓ Managers Furness, Sibley & Co. Ld. Port London Voyage ✓
 Steam Pressure in Main Boilers 220 lb. If Surveyed Abroad in Dry Dock Kredmia DD
(State name of Dock.) Suez

in Donkey Boilers ✓

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Docking

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? No

" " Donkey " _____

If this was not done, state for what reasons? Boilers not due for survey.

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

Also 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? _____

State latest date of internal examination of each boiler _____ Present condition of funnel Good

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 Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? _____

Has screw shaft now 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 shaft now been changed? ✓ If so, state reasons _____

Has the shaft 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? ✓

State date of examination of Screw Shaft _____ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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? _____

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? _____

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

Funnel placed in drydock. Propeller, outer end of stern bush and outside fastenings of sea connections examined.

S. & L. Propeller to specially examine next dry docking.

Propeller examined & fouled in order. Slight chippings on leading edge of each of four blades. Efficiency not affected.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen, is eligible in my opinion to remain as classed, without fresh record of survey.

(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, L.M.C. 9, 11, or CS 3, 7, 140 lb., F.D., &c.)

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

Committee's Minute As nav
 Assigned Without opt cont

MAR 7 1941

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Years allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 P.I. with freeboard 4, 40.</u>		<u>+L.M.C. 1.34</u> <u>+Lloyd's R.M.C. 440</u> <u>T.S. C.L. 10, 39</u>

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Present condition of funnel Good

To what pressure were they afterwards adjusted under steam? ✓

To what pressure were they afterwards adjusted under steam? ✓

and of the Donkey Boilers? ✓

and of the Donkey Boilers? ✓

and of the Donkey Boilers? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Is electric light and/or power fitted? ✓

Complete.

Funnel placed in drydock. Propeller, outer end of stern bush and outside fastenings of sea connections examined.

S. & L. Propeller to specially examine next dry docking.

Propeller examined & fouled in order. Slight chippings on leading edge of each of four blades. Efficiency not affected.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen, is eligible in my opinion to remain as classed, without fresh record of survey.

Survey Fee (per Section 29) £ : : Fees applied for 19

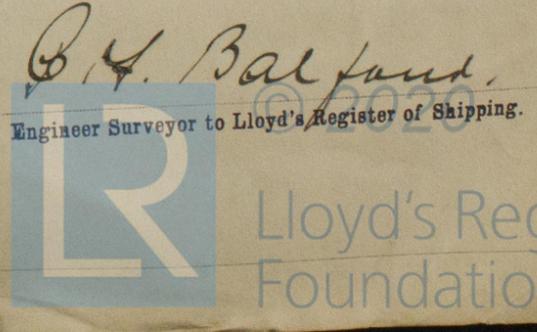
Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : :

Committee's Minute As nav

Assigned Without opt cont

MAR 7 1941



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

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

Looking

It is suggested that
this vessel is eligible to
remain as CLASSED.

*Delete special
condition.*

Not due 141



6/3/41



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