

## Report of Survey for Repairs, &amp;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 Survey held at 1988 Date, First Survey and Last Survey 14th Dec 1940  
 Reg. Book. 2859 on the Machinery of the Wood, Iron or Steel SC. "CYPRIAN PRINCE" (No. of Visits 1)

Tonnage Gross 1002 Vessel built at Hawthorn Hill-on-Sea By whom Furness, S.B. Co. Ltd When 1934  
 Net 1002 Engines made at Hawthorn Hill-on-Sea By whom Richardson, Westgarth & Co. Ltd When 1934  
 Nominal Horse Power 315 Boilers, when made (Main) 1934 (Donkey) 1934  
 No. of Main Boilers 253 (Set) Owners Prince Line Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 220 Managers Furness, S.B. Co. Ltd. Port London Voyage   
 Steam Pressure in Main Boilers 220 lb. If Surveyed in in Dry Dock Aug 7. 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. Machinery and Boiler Surveys (including date of N.B., if any).

in Donkey Boilers ✓

Last Report No. PortParticulars 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? ✓

, and of the Donkey 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Is electric light and/or power fitted? ✓

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? Complete.

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

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

S. & List "Propeller to specially examine next dry docking. Propeller examined & found in order. Slight chippings on leading edge of each of four blades. Efficiency not affected."

General Observations, Opinion, and Recommendation:— The machinery of this

(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. 2, 11 B.&M.S. 2, 11, & L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)

vessel as now run, 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

Assigned

FRI 7 MAR 1941

As nav  
Without repl cont

B. H. Balfour  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation



*Looking*

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

*Delete special  
condition.*

*No due 141*

*[Signature]*

*6/3/41*



© 2020

Lloyd's Register  
Foundation