

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

11 FEB 1942

- 6 FEB 1942

Port of

LIVERPOOL

Date First Survey

18/1/42

Last Survey

30/1/1942

(No. of Visits

3)

S.S. "NORMAN PRINCE"

Date of writing Report

No. in Reg. Book. Survey held at

Liverpool

on the Machinery of the Wood, Iron or Steel

Gross 1913  
Net 919

Nominal Horse Power 395

Main Boilers 2 (8)

Donkey Boilers

Main Boilers 220 hp

Donkey Boilers

Vessel built at Middlesbrough

Engines made at do

Boilers, when made (Main) 1940

Owners Prince Line, Ltd.

Managers Furness, Withy &amp; Co. Ltd.

Surveyed at in Dry Dock Herculaneum.

By whom Smith's Dock Co. Ltd.

By whom do

Owners' Address

Port London

Voyage

When 1940 4

When 1940

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

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years as now expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
+ 100 A1 with hubboard 1,41		+ LMC 4,40 TS (CL)

Last Report No.

Port

Particulars of Examination and Repairs (if any) Skg. &amp; Repairs

Periodical Surveys, when held, must be reported in detail and verbatim 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.

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?

Donkey

this was not done, state for what reasons

B.S. not due

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.

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 the 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.

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?

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

Complete

how done :- Vessel placed in dry dock, propeller, after end of screw shaft and outside sea fastenings examined & found satisfactory.

Repairs. Dies & Gear :- 5KW Diesel Generator overhauled as found necessary and put in good order.  
H.P., M.P. & L.P. valve spindle packing overhauled.  
Sundry minor repairs.

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

(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, R.A.M.S. 9,11, & L.M.C. 9,11, or

\* LMC 140 lb., F.D., &c.)

CS 2,34,

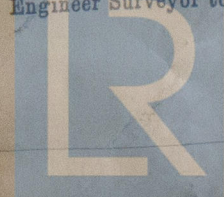
as far as seen is in a good and efficient condition and eligible in our opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : :  
Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
Travelling expenses (if chargeable) £ : :  
LICENCE CASE  
Committee's Minute LIVERPOOL  
Assigned As now.

Fees applied for  
19.  
Received by me,  
19.

NO FEB 1942

W. A. Nichol & R. H. Nichol  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
Foundation

W1201-0087



23. d. 40<sup>2</sup>

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