

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

(Received at London Office, SEP 19 1940)

Form of writing Report \_\_\_\_\_ 19 \_\_\_\_\_ When handed in at Local Office 16:9:40 Port of GLASGOW  
 in Book. Survey held at ARROSSAN Date, First Survey 15.8.40 Last Survey 4.9.1940  
422 on the Machinery of the Wood, Iron or Steel M.V. ULSTER PRINCE (No. of Visits 4)

Age } Gross 3791 Vessel built at BELFAST By whom HARLAND & WOLFF LP When 1930 Month 3  
 Net 1826 Engines made at BELFAST By whom HARLAND & WOLFF LP When 1930  
 Main Boilers ✓ Boilers, when made (Main) - (Donkey) 1930  
 Owners BELFAST S.S. Co. Ltd. Owners' Address \_\_\_\_\_  
 Managers \_\_\_\_\_ (if not already recorded in Appendix to Register Book.)  
 Port BELFAST Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock ARROSSAN (State name of Dock.)  
 Key Boilers 80

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) L.M.C. (CS) & D.B.S.

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 assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A.1. 11.39 with freeboard S.S. Liv No 2 38		+LMCS. 39.6.39 D.B.S. 3.39 O.R. 6.39
		OIL ENG.
		CONTINUOUS SURVEY.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.  
 In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined.  
 Has a damage report made by anyone else? If so, by whom? \_\_\_\_\_  
 Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓  
 " " " " " yes  
 If not done, state for what reasons? \_\_\_\_\_  
 Are parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_  
 Are special means, in the absence of internal examination, were adopted by the Surveyor or to assure himself of the thorough efficiency of those parts of each Boiler? \_\_\_\_\_

What is the latest date of internal examination of each boiler? 15.8.40 Present condition of funnel(s) satisfactory  
 Has the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? \_\_\_\_\_  
 Has the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 80 lbs.  
 Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? yes  
 Has the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓  
 Has the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? yes

Has the shaft now been drawn and examined? no 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 the 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft \_\_\_\_\_  
 Are the parts, when referred to by numbers, should be counted from forward. \_\_\_\_\_ Is electric light and/or power fitted? yes  
 Has the Surveyor examine the generators, motors, switchgear, cables and fuses? No 3 (Starboard) Generator examined  
 Has insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? ✓

If survey is not complete, state what arrangements have been made for its completion and what remains to be done. To be completed, it is stated continuous survey will be advanced at the first opportunity.  
 The following parts now examined.

Port Main engine: - Nos 2, 4 & 7 cylinders, covers, pistons & rods, valves, gearing &c.  
 Nos 2, 4 & 7 crossheads and crank pins, valves, gearing &c.  
 Nos 2, 3, 4, 5, 6, 8 & 9 journals  
 Starboard main engine: - Nos 3, 5 & 8 cylinders, covers, pistons, valves, gearing &c.  
 Nos 3, 5 & 8 crossheads and crank pins.  
 Nos 3, 4, 6, 7, 8 & 9 journals  
 No 3 (Starboard) Generator: -

All cylinders, covers, pistons, valves and gudgeon pins  
 Observations, Opinion, and Recommendation: - The machinery of this vessel is in good condition and eligible, in my opinion, to remain as classed with record of + L.M.C. - C.S. (will date) on completion of survey and D.B.S. 40 now.  
 Is a Certificate required? If so, to be sent to \_\_\_\_\_

Fees applied for \_\_\_\_\_  
 Received by me, \_\_\_\_\_  
 Signature: James Crawford  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 17 SEP 1940  
 As now  
 D.B.S. 9.40  
 Lloyd's Register Foundation  
 W132-0153(112)

M.V. "ULSTER PRINCE"

All crank pins & journals

Dynamo examined.

All Starting air receivers examined externally. *th 26/9/40*  
The above parts found & placed in good condition.

Repairs:- due to wear & tear.

Port main engine:- No 2 T.E Brasses renewed, Top half B.E. re-metalled  
No 4 T.E Brasses renewed, Piston plug renewed.  
No 4 Piston plug renewed.

Starb. main engine:- No 3 T.E Brasses renewed, Top half B.E. re-metalled  
No 6 T.E Brasses renewed, Both halves B.E.  
re-metalled, Piston plug renewed.  
No 2 T.E Brasses renewed.

No 3 (Starboard) Generator:- All 6 cylinders renewed old  
ones being carried as spare.  
3 T.E Brasses renewed.  
1 Top half B.E Bush renewed.  
1 Bottom half B.E Bush renewed.

The donkey boiler examined internally and externally  
together with the mountings and all found & placed in good  
condition.

Safety valves adjusted under steam as stated above.

Repairs:- New safety valve chest fitted.

At this time spare screw shaft placed on board vessel  
marking on same.

See Crank  
Shaft  
not placed  
on board  
See *th 26/9/40*

LLOYDS  
No 9817  
H.A.L. & D.B.  
TEST No 980.  
20.8.1940.

*th 26/9/40*  
In Marks as spare shaft  
see *th 26/9/40*.

Jb.



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