

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

(Received at London Office)

SEP 19 1940

of writing Report. 19 When handed in at Local Office 16: 9: 1940 Port of GLASGOW

in 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 17. K. ULSTER PRINCE (No. of Visits 4)

Gross 3791 Vessel built at BELFAST By whom HARLAND & WOLFF LP When 1930. 3

Net 1826 Engines made at BELFAST By whom HARLAND & WOLFF LP When 1930

1193 Boilers, when made (Main) (Donkey) 1930

Owners BELFAST S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port BELFAST Voyage

If Surveyed Afloat or in Dry Dock ARROSSAN 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 to row. Machinery and Boiler Surveys (including date of N.B., if any).

+100A.1.	11.39	+LMCS.0.39.6.39
with freeboard		DBS. 3.39
S.S. Liv No 2	38	OR. 6.39

OIL ENG.

CONTINUOUS SURVEY.

Report No. Port

Particulars of Examination and Repairs (if any) L.M.C (CS) & D.B.S.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, 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.

ge 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

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " Yes

as not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Last date of internal examination of each boiler. 15.8.40 Present condition of funnel(s) satisfactory

Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 80 lbs.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Shaft now been drawn and examined? No Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Shaft now been changed? Yes If so, state reasons

Shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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.

the parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

the Surveyor examine the generators, motors, switchgear, cables and fuses? No 3 (Starboard) Generator examined

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

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, gearings &c.

Nos 2, 4 & 7 Crossheads and crank pins, valves, gearings &c.

Nos 2, 3, 4, 5, 6, 8 & 9 journals

Starboard main engine:- Nos 3, 5 & 8 Cylinders, covers, pistons, valves, gearings &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. (with date) on completion of survey and D.B.S. 40 now.

per Section 29) £ 2 : - : - Fees applied for 17 SEP 1940

Damage or Repair Fee (if any) £ : : : Received by me, 19

per Section 29.) expenses (if chargeable) £ : 15 : 9

Attorney's Minute GLASGOW 17 SEP 1940

ed As now

DBS 9.40

James Crawford 1940 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W132-0153(112)

M. V. "ULSTER PRINCE"

All crank pins & journals

Dynamo examined.

All Starting air receivers examined externally. *U 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. remodelled

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. remodelled

No 6 T.E. Brasses renewed, Both halves B.E.

remodelled, 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. Bushes 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.

A/C Crank
ShaftNot placed
on boardSee *U 26/9/40*

LLOYDS

No 9817

H.A.L. & D.B.

TEST No 980.

20.8.1940.

In Marks a spare screw shaft
see *U 26/9/40*.

J.B.



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Foundation

K132-0153(212)

Noted

Submitted the Same as he asked
how many starting air receivers
he examined and where they
were for main or for Aux. Engines.
& whether he is correct in stating that
Main Engine shaft
has been supplied
The foregoing report
is for a crank
shaft & there is
nothing on it to
show whether it is a
main or an Aux
shaft.

9.40
[Signature]

It is submitted
that vessel is eligible for trial
RECORD of Survey
for the oil engines.

[Signature]

50.8.18.40

12.11.1940

5.11.1941

1.11.1941

1.11.1941

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