

No. 120230

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

(Received at London Office)

17 NOV 1943

Writing Report 4.11.43 When handed in at Local Office 9 NOV 1943 Port of LIVERPOOL  
Survey held at Liverpool & Birkenhead Date First Survey 28th Sept Last Survey Oct 26 1943  
(No. of Visits 11)

on the Machinery of the TSMV INDIAN PRINCE  
Gross 8587 Vessel built at Hamburg By whom Deutsche Werft AG When 1926-5  
Net 5322 Engines made at Berlin By whom A.E.G. When 1926  
Main Boilers 1313 Boilers, when made (Main) (Donkey) 1926  
Donkey Boilers 1 Owners Prince Line Ltd Owners' Address  
Main Boilers 1 Managers Furness Withy & Co Ltd (if not already recorded in Appendix to Register Book.)  
Donkey Boilers 100 Surveyed Afloat in Dry Dock Hamburg and Port London Voyage  
(State name of Dock.) Brocklebank

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 not expired	Machinery and Boiler Surveys (including date of N.E., if any)
+100 A1 11-42 with job ssd Jul 7: 3-7-39		+ LMC CS 7-39 7-39 DBS 4-43 CL 2-41

No. Port of Examination and Repairs (if any) CS + Repairs  
when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.

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

report made by anyone else? If so, by whom? No

or personally go inside each Main Boiler separately and make a thorough examination at this time? No

or what reasons? Not due What parts of the Boilers could not be thus thoroughly examined?

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?

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

or examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

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

or examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

or examine all the mountings of the Main Boilers? and of the Donkey Boilers?

shaft now been drawn and examined? No Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

been changed? No If so, state reasons. Has the shaft now fitted been previously used? Yes Has it a continuous liner? No

oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the

1/16" 8 1/8" Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? As detailed

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

Engine parts, when referred to by numbers, should be counted from forward. C.S.

if not complete, state what arrangements have been made for its completion and what remains to be done.

Examined Main Engines (counted from forward) PORT N: 3 & 7, STAR: N: 3 and 4 cylinders, pistons, liners, coars, crossheads & top end bearings. PORT N: 3 and STAR: N: 3 crankpins & bottom ends. Propellers and fastenings.

Repairs: Port N: 3 cover renewed (cracked): crosshead bearings re-metalled. Minor repairs effected.

Special Equipment: Repair: Steering gear, port & starboard motor overhauled, fault located and removed from port motor, motor eccentrics dismantled, cleaned & overhauled, new flexible couplings fitted. Ballast resistance in motor repaired. Job tested on completion & found in order. Insulation test satisfactory. P.T.O.

Observations, Opinion, and Recommendation: The Machinery of this vessel is eligible for classification as classed, with job record of +LMC CS with date on completion.

Heat boiler not to be used.

per Section 29) CS £ Nil. Fees applied for 10 NOV 1943  
Age or Repair Fee (if any) £ 5 : 5 : 0 Received by me, 19  
Expenses (if chargeable) £ : : :  
LIVERPOOL 16 NOV 1943

Carrying oil in deep tanks in FPT or latex  
Carry very oil or latex in FPT or APT  
OIL ENGINE  
CONTINUOUS SURVEY

Present condition of funnel(s) Efficient

To what pressure were they afterwards adjusted under steam? Yes

To what pressure were they afterwards adjusted under steam? Yes

and of the Donkey Boilers? Yes

Is an approved oil retaining appliance fitted at the after end? No

Has the shaft now fitted been previously used? Yes Has it a continuous liner? No

State date of examination of Screw Shaft. State the wear down in the

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? As detailed

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

Engine parts, when referred to by numbers, should be counted from forward. C.S.

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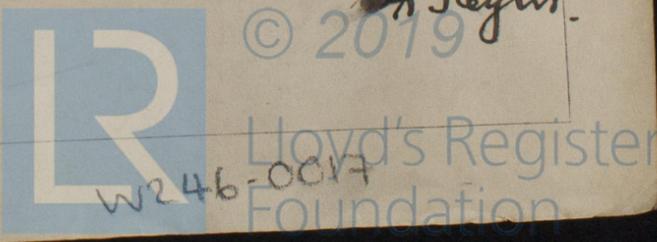
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Cur Recd. H. Gaylor, Birkenhead  
Engineer Surveyor to Lloyd's Register of Shipping.



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

