

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

MAY 24 1939

(Received at London Office)

Date of writing Report 16th May 1939 When handed in at Local Office 16th May 1939 Port of Southampton

No. in Book 661 Survey held at Southampton Date, First Survey 3rd May Last Survey 5th May 1939
(No. of Visits 2)

on the Machinery of the ~~Wood, Iron or Steel~~ Iron & Steel "PRINCESS"

Name TM Gross 751 Net 281.81 Vessel built at Hariton Hill - Ipswich By whom Furness & B. Co. L. When 1924-6

Engines made at Winterthur By whom Sulzer Bros When 1924

Boilers, when made (Main) Donkey 1924

Owners Lord Rensley Owners' Address Southampton Voyage Port Southampton

Managers Lord Rensley If Surveyed Afloat or in Dry Dock No. 1 Drydock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

st Report No. TS Port Southampton

Particulars of Examination and Repairs (if any) TS

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 sides 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

Is 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Was this not done, state for what reasons? Not due for survey.

What parts of the Boilers could not be thus thoroughly examined? None

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? None

What is the latest date of internal examination of each boiler? None Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? None

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? None

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liners? Yes 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? No If so, state reasons None

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?

What is the date of examination of Screw Shafts? 5.5.39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P.085" S.095"

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

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

WORK DONE: Examined propellers, propeller shafts (CL) stem bushes, A brackets and outside fastenings

General Observations, Opinion, and Recommendation: Eligible, in my opinion to remain as
(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, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.P., &c.)

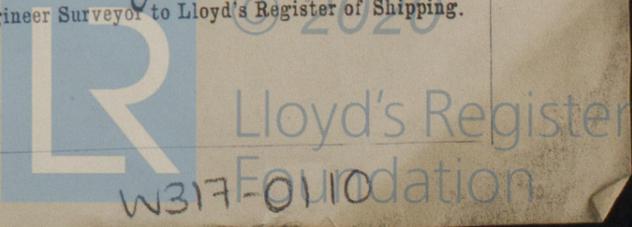
assessed and to have fresh notation of S 5,39 CL.

Fee (per Section 29) TS £ 2 : 2 : - Fees applied for 23/5/39
Damage or Repair Fee (if any) (per Section 29.) £ : : :
Billing expenses (if chargeable) £ : : : Received by me, 10.6.19
Committee's Minute As now TUE 6 JUN 1939
Signed As now H. B. Rogers, Engineer Surveyor to Lloyd's Register of Shipping.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Insert Character of Ship and Machinery precisely as in the Register Book.

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned no. of periodical surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		+LMC 5,26
5,38		+LMC(M) 5,38
SS Lm, No. 3-6,36		DBS 2,39
AS Lm, 5,38		5 4,36 CL
<u>OIL ENGINES</u>		



It is submitted that
this vessel is eligible for
THE RECORD.

Boat 539

GA

2/6/39



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