

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

(Received at London Office 27 NOV. 1921)

Date of writing Report 22nd Nov. 21 When handed in at Local Office 21/11/21 19 21 Port of Southampton

No. in Reg. Book. 27904 Survey held at Southampton Date, First Survey 18th Nov 1921 Last Survey 18th Nov 1921 (No. of Visits 1)

on the Machinery of the SS. "PRINCESS" Master ✓

Tonnage { Gross 7849 Vessel built at Stiel By whom Ed. Krupt When 1905 -
Net 4793 Engines made at do By whom do When 1905

Registered Horse Power 1225 Boilers, when made (Main) 1905 (Donkey) ✓

No. of Main Boilers 3 Owners The Shipping Controller, London Voyage ✓

No. of Donkey Boilers 1 Surveyed Afloat or in Dry Dock (Ellerman & Bucknall)

Steam Pressure in Main Boilers 213 lb. in Donkey Boilers ✓

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

CHARACTER. X 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).
100 A.1. 8, 21. SS. (A) N ^o 3.5, 19.		hmc. 5.19 B.S. 9.21. TS (A) 9.21

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

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

In 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? Report all afloat 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?

Do. " Donkey " " " "

If this was not done, state for what reasons?

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?

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 Boiler?

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 screw shaft now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Has shaft now been changed? no If so, state reasons _____

Is the shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? 3/8 3/8If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

At owners request examined propellers & fastenings on account of damage stated to have been caused fouling mooring chains 1/2 inch 10th Sept 1921

Port Propeller 1 blade somewhat bent & cone over propeller nut broken

Star. Propeller. 3 blades chipped on leading edges & 1 on tip.

As this does not affect the efficiency of the propellers it is not proposed to deal with them at present & the broken cone has been filled up solid with cement

Fastenings of sea cocks in order.

General Observations, Opinion, and Recommendation:— This vessels machinery as far as seen is in safe working condition & eligible in my opinion to remain as classed without fresh record

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, E.&N.S. 9.11, or L.M.C. 9.11, 140 lb., E.D., &c.)

Survey Fee (per Section 22) £ _____

Special Damage or Repair Fee (if any) (per Section 22) £ 2.2.0

Travelling Expenses (if chargeable) £ _____

Fees applied for 27/11/21 19 21Received by me, 12/12/21 19 21

Committee's Minute _____

Assigned As now

TUE. 29 NOV. 1921

FRI 11 MAY. 1923

Engineer Surveyor to Lloyd's Register of Shipping.

2020

Lloyd's Register Foundation

Damage due to propeller fouling
mooring chains.

Propellers examined & found
Efficient.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

MD
24/11/21

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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