

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

(Received at London Office 22 NOV 1921)

Date of writing Report 22<sup>nd</sup> Nov. 1921 When handed in at Local Office 22/11/21 19 21 Port of Southampton

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

27904 on the Machinery of the ~~Wood~~ <sup>Iron</sup> Steel SS. "PRINCESS" Master ✓

Tonnage { Gross 7899 Net 4793 Vessel built at Stiel By whom Frd. Krupt When 1905 YEAR. MONTH.

Registered Horse Power 1225 Engines made at do By whom do When 1905

No. of Main Boilers 3 Boilers, when made (Main) 1905 (Donkey) ✓

No. of Donkey Boilers 1 Owners The Shipping Controller Port London Voyage ✓

Steam Pressure in Main Boilers 213 lbs Surveyed Afloat or in Dry Dock (Ellerman & Bucknall)

in Donkey Boilers ✓ (State name of Dock.)

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 new or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1.</u>		<u>hmc. 5.19</u>
<u>8, 21.</u>		<u>B.S. 9, 21.</u>
<u>SS. (A) N<sup>o</sup> 3, 5, 19.</u>		<u>T5 (2) 9, 21</u>

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any)

(Periodical surveys, when held, must be reported in detail and seriatim 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 acts 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? no 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 5/8

If 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 front 10<sup>th</sup> 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 vessel's machinery as far as seen is in safe working condition & eligible in my opinion to remain as classed without fresh record*

Survey Fee (per Section 28) \_\_\_\_\_

Special Damage or Repair Fee (if any) (per Section 28.) 2.2.0

Travelling Expenses (if chargeable) \_\_\_\_\_

Fees applied for 27<sup>th</sup> Nov 1921

Received by me, [Signature] 19 21

G. A. Dyden Tozier  
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 29 NOV. 1921

FRI 11 MAY. 1923

Committee's Minute \_\_\_\_\_

Assigned As now



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

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

W648-0023

Damage due to propeller fouling  
mooring chains.

Propellers examined & found  
Efficient.

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.

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

*JW*  
24/11/21

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register  
Foundation