

Rpt. 9

Date of writing report 22.1.59.
Survey held at MANCHESTER.

Received London 27 JAN 1959
No. of visits Three.

Port MANCHESTER. No. 18872
First date 15.1.59. Last date 21.1.59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 51959. S.S. "ARABIAN PRINCE". Gross tons 2000. Date of build 10-1936.
Name MW. Owners Prince Line Limited. Managers Furness, Withy & Co. Ltd. Port of Registry London.
Engines made 10-1936. By J.G. Kincaid & Co. Limited. Type T 30y 19", 31" & 55" x 36".

No. of Main Engines 1. No. of Screws 1.
No. of Main Boilers 2 SB. W.P. 220lb. Spt.
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat.
Nature of Survey Part M.B.S.
Was Damage Report issued? No. Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100Al with freeboard.	+LMC.
S.S. Mch. 10,56.	E.S. 10,56.
Docking. 8,57.	M.B.S. 12,57.
	T.S. (CL). 10,56.
	S.P.S. 9,57.

Now The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

If so, is the Report sent now, or when will it be sent?

DOCKING	Propellers	Wear Down of Stern Bushes	Oil Glands	Sea Connections
Fastenings	Has Screwshaft/Tubeshaft been drawn?	Date of Examination	Has Shaft been changed?	
Has Shaft now fitted been previously used?	Has Shaft now examined/fitted a continuous liner?	Approved oil gland?		
MAIN ENGINES	(Recip. Steam or I.C.)	PORT	STARBOARD	
1 Cyls., Covers, Pistons & Rods				
2 Valves & Gears				
3 Connecting Rods, Top Ends & Guides	Side Centre			
4 Crankpins & Bearings	Side Centre			
5 Journals & Bearings				
MAIN ENGINE DRIVEN AIR COMPRESSORS				
6 Cyls., Covers, Pistons & Rods				
7 Connecting Rods & Top Ends				
8 Crankpins & Bearings				
9 Journals & Bearings				
10 Coolers & Safety Devices				
MAIN ENGINE DRIVEN SCAVENGE PUMPS				
11 Cyls., Covers, Pistons & Rods				
12 Connecting Rods & Top Ends				
13 Crankpins & Bearings				
14 Journals & Bearings				
15 Levers				
16 SCAVENGE BLOWERS				
17 SUPERCHARGERS				
MAIN TURBINES				
18 Casings, Rotors, Blading, Bearings & Thrusts				
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)				
20 STEAM COMPRESSORS				
21 CLUTCHES & HYDRAULIC COUPLINGS				
22 REDUCTION GEARING				
23 THRUST BLOCKS, SHAFTS & BEARINGS				
24 INTERMEDIATE SHAFTS & BEARINGS				
25 HOLDING DOWN BOLTS & CHOCKS				
26 CONDENSERS (MAIN & AUX.)				
27 STEAM RE-HEATERS				
28 DE-SUPERHEATERS				
29 STOP & MANOEUVRING VALVES				
30 MAIN ENGINE DRIVEN PUMPS				
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES				
OPINION OF MACHINERY AND RECOMMENDATIONS	The machinery of this vessel, so far as now seen, is in a safe working condition and eligible, in my opinion, to remain as classed with fresh record of M.B.S. 1,59 when the survey has been completed.	Have Main Engines been tested working and manoeuvring?		

THURSDAY 12 FEB 1959

Date of Committee
Decision

30m,6,55. T. (MADE AND PRINTED IN ENGLAND.)

Noted
for
Header

John Wood
Engineer Surveyor to Lloyd's Register of Shipping

(JOHN WOOD).

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Lloyd's Register
Foundation

002442-002448-0074

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position).....
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
38 Independent Air Compressors, Coolers & Safety Devices.....
39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....
41 Oil Fuel Tanks (Not forming part of hull structure).....
42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....
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ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			l Generators & Governors.....
b Exciters.....			m Motors.....
c Air Coolers.....			n Switchboards & Fittings.....
d Motors.....			o Circuit Breakers.....
e Air Coolers.....			p Cables.....
f Control Gear, Cables, etc.....			q Insulation Resistance.....
g Insulation Resistance.....			r Steering Gear Generators and Motors.....
h Insulating Oil Test.....			s Navigation Light Indicators.....
i Overspeed Governors.....			
j Magnetic Couplings.....			
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN Starboard 15.1.59 Good. AUXILIARY, DONKEY or PRESS.....
Superheaters Good.
Safety Valves Good.
Mountings, Doors & Fastenings Good.
Safety Valves Adjusted to { Sat. 220 lb/sq.in.
Spt. 220 lb/sq.in.
Boiler Securing Arrangements Good.
Main Economisers — Exhaust Gas Heated Economisers —
Steam Heated Steam Generators — Steam Generator Safety Valves Adjusted to No.
Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes. Forced Circulating Pumps —
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good.

EXAMINATION & TESTING OF STEAM PIPES (State material)
Main Auxiliary (over 3 in. bore)
Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)
WEAR & TEAR REPAIRS - STARBOARD MAIN BOILER - The lower four rows of plain tubes in the centre furnace renewed and leaking c.c. stays caulked. Tubes expanded in the outboard furnace back tube plate. Outboard butt strap caulked at aft end. Minor repairs effected to boiler mountings.

To complete the Main Boiler Survey the Port Boiler requires to be examined in its entirety and the Oil Burning System and Remote Controls examined in accordance with the Rules. It was stated by the Owners' Representative that this would be done when the vessel returned from its forthcoming voyage.

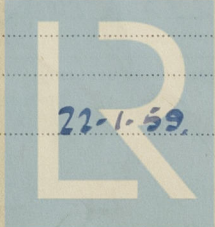
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Part M.B.S. Survey fees ... £10.0.0d.

Damage fee ...

Expenses... ... £-6.0d.

Date when A/c rendered 22-1-59



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