

1944-7

Received London

Ship's Name ~~SS/MS~~ MEDINA PRINCESS Gross tons 7069

Is there a rpt. 8? Yes Port London Rpt. No.

No. of visits 12 First date 19.8.62 Last date 2.9.62

Interim Cert. issued & copy herewith? No Damage rpt. issued & copy herewith? No Last rpt. (H.Q. only)

Date of completing rpt. 27.9.62 Surveyed at, if different from Port above Djibouti

Is a rpt. 9A attached? No MN Nature of survey Damage

Survey fees Damage fee Expenses

S.A. fee

## DOCKING

Propeller Sea connections Oil gland

Fastenings Wear down of stern bush

Has screw/tube shaft been drawn? Date of examn.

Has shaft been changed? Has shaft now fitted been previously used?

Has shaft now examined/fitted a continuous liner? Approved oil gland?

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS (State if oil fired—OF or exhaust gas—EG)

MAIN

Air heaters

Superheaters

Safety valves

Mountings, doors and fastenings

Safety valves { Sat  
adjusted to { Spt

Boiler securing arrangements

Main economisers

Steam heated steam generators

Forced circulating pumps

Exhaust gas heated economisers

Steam generator safety valves adjusted to

Funnel

Have saturated steam pipes in cylindrical boiler smoke boxes been examined as required by the Rules?

Were oil burning system &amp; remote controls examined in accordance with rules?

I recommend that the machinery of this ship remain as classed with/without fresh record of

The above is reported for the information of the Committee

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Minute

THURSDAY 18 OCT 1962

See Log A 164616

Surveyor to Lloyd's Register of Shipping

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# EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN  
AUXILIARY  
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

## ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY
Total kW or kVA		Total kW or kVA
a Generators		l Generators & governors
b Exciters		
c Air coolers		m Motors
d Motors		
e Air coolers		n Switchboards & fittings
Control gear		
f cables, etc.		o Circuit breakers
Insulation		
g resistance		p Cables
Insulating		q Insulation resistance
h oil test		r Steering gear generators & motors
Overspeed		s Navigation light indicators
i governors		
Magnetic		
j couplings		
k Air gap		

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

A general examination of the machinery and boilers was made without opening up, the boilers all being partly full, and the following noted:-

### Main Engine

Leakage had taken place at the glands, deflectors of sheet tin and canvas had been fitted.

Oil boxes at the crossheads were slack and the oil pipes to the H.P. and L.P. bottom ends were disconnected.

Wiped white metal had been pressed out at the sides of the main bearings.

The eccentric straps were excessively slack.

Rusting of main bearing keeps probably caused by spraying on water for cooling purposes.

The tunnel flooded to a depth of about 24" and floorplates missing.

Incipient rusting of intermediate shaft journals because of lack of oil.

The aftermost intermediate shaft bearing much worn down.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

pt. 9B (cont.)

Ship's Name SS/MS MEDINA PRINCESS

Port London Rpt. No.

The screwshaft low in the stern gland.

### Auxiliaries

Most piston and valve rods rough, some glands butting on the stuffing boxes.

Both independent feed pumps jammed at the bottom of the stroke and the valve of the after pump disconnected.

The outboard generator engine stated to be useless, reason unknown.

The centre generator engine had considerable slackness in the running gear.

The inboard generator engine connecting rod badly bent and a large section of the main cylinder detached from the entablature.

### Electrical Equipment

No megger test was made but the general appearance of the generators, switchboard and wiring was poor.

### Steering Engine.

It was stated that the main bearings were repaired at Djibouti. No damage could be seen but it was noted that the main bearing keeps were drilled for oil or grease connections although no such fittings could be found. The piston rod glands were butting on the stuffing boxes.

### Bilges

The engine and boiler rooms were flooded to floorplate level on the port side. During the survey there was only slight leakage from valve and pump glands, boilers and stern gland and the rise of bilge water was about  $\frac{1}{2}$ " a day.

On 27th August, the engine room bilges were partly pumped out by use of shore steam, all main sea valves were opened and a general examination made of valves and piping, but no leakage was seen. It would appear that the main source of the water in the engine room and tunnel was leakage from the stern gland, which the Chief Engineer stated had been tightened by personnel from H.M.S. "LOCH LOMOND" when they were aboard from 11th to 17th August.

No.4 hold starboard bilge was 4 ft 6 ins. and, according to the log book the water had slowly increased to this depth during the voyage.

### Boilers.

#### Port

The inboard furnace was down about 12".

The outboard furnace had been leaking at the gooseneck.

The tubes had been leaking.



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Centre

There had been leakage at the horizontal joint of the back end plate.

Starboard

There had been considerable tube leakage.

The mountings of all boilers, also the main bulkhead stop valve, were festooned with salt scale, and the air heater tubes were badly choked.

According to the log book the consumption of fresh water had been excessive throughout the voyage, leading to extensive use of sea water for feeding the boilers.

According to the log book the ship left Rotterdam on 22nd June, arrived at Malta on 5th July and Port Said on 10th July. She left Port Said on 24th July, arrived at Port Sudan on 28th July and Djibouti on 4th August.

