

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

(Received at London Office JUL 10 1940)

Date of writing Report 9 July 1940 When handed in at Local Office 9 July 1940 Port of Cardiff

No. in Reg. Book 31413 Survey held at Cardiff Date, First Survey 24 June Last Survey 9 July 1940 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel S.S. Pecten (Oil Engs)

Tonnage Gross 7468 Vessel built at Newcastle By whom Palmer's Co Ltd Year. Month. When 1927-5

Net 4330 Engines made at - do. By whom N.E. Marine Eng Co Ltd When 1927

Nominal Horse Power 602 Boilers, when made (Main) ✓ (Donkey) 1927.

No. of Main Boilers ✓ Owners Anglo Saxon Petroleum Co Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 2 Managers Port London Voyage

Steam Pressure in Main Boilers ✓ 180 lbs. Surveyed Afloat or in Dry Dock Queens Dock. (State name of Dock.)

in Donkey Boilers 180 lbs.

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

Last Report No. Port Dockwag.

Particulars of Examination and Repairs (if any) Repairs at 100 A1

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

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?

" " Donkey " " " No

If this was not done, state for what reasons? R.P.S. not due

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?

State latest date of internal examination of each boiler

Present condition of funnel good.

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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

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? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

Forward Main Engine Compressor Jacket Liner of M.P. LP stage patched whilst manoeuvring main engines on the Clyde on 11th June 1940

Now done:- Jacket of M.P. LP stage of forward main engine compressor patched, and liner renewed.

Engines tried under working conditions & repair found satisfactory.

It is stated that a new jacket casting has been ordered which will be fitted at the first opportunity. This proposal in my opinion merits the favourable consideration of the Committee Part. LMC CS. Examined cylinders, pistons & covers of main engine compressors.

Repairs W.T. All plain tubes in port donkey boiler renewed. Tube plates examined. P.T.O.

General Observations, Opinion, and Recommendation: The Machinery of this vessel

(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.D., &c.)

is eligible in my opinion to remain as classed and to have used of + LMC CS with date Subject to Forward Main Engine Compressor M.P. LP stage jacket being renewed at the first opportunity

Survey Fee (per Section 29) £ : : Fees applied for 9 July 1940

Special ~~Survey~~ Repair Fee (if any) £ 4: 4: 0 Received by me, 19

(per Section 29.)

Travelling expenses (if chargeable) £ : :

Committee's Minute FM. 19 JUL 1940

Assigned As now Subject

Harish W. G. Paton
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W68-0104

