

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

26 AUG 1933

(Received at London Office)

Date of writing Report July 31st 1933 When handed in at Local OfficeNo. in
Reg. Book

Survey held at

Curacao, S. W. I.

Date, First Survey July 16thLast Survey July 31st 1933

No. of Visits 8

69386

on the Machinery of the Wood Iron or Steel

M. V. "PECTEN"

Tonnage

Gross 7468
Net 4330

Vessel built at Newcastle

By whom Palmers & Co Ltd

When 1927-5

Nominal
Horse Power

1204

Engines made at Newcastle

By whom N. B. Marine Eng Co Ltd

When 1927

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

1927

No. of Donkey Boilers

Owners Anglo-Saxon Petroleum Co Ltd

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port London

Voyage

U. K.

Steam Pressure—
in Main Boilers

Managers

in Donkey Boilers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

afloat
Curacao Bay & Willemstad.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
to expireMachinery and Boiler
Surveys
(including date of N.B., if any)

+ 100. A. I. 11.32.

S.S. AMS. 11.31.

+ L.M.C. 7.31

D.B.S. 7.31

C.L. 3.32

Carrying petroleum
in bulk.

CONTINUOUS SURVEY

Last Report No. 90251 Port N.W.C.

Particulars of Examination and Repairs (if any) Fracture M.E. Crank

(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?

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 Boilers?

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?

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Vessel proceeding to the U.K.
with a cargo of petroleum in bulk for permanent repairs.
at the request of the owners representative examined the Main Engine Crank Shaft
on account of a fracture found in the after web of the No 4 Crank from
found: The after web of the No 4 Main Engine Crank fractured through the
web into the crank pin as per blue print, the fracture being
irregular and standing open approximately 3/1000 on the outer edge of web
and 5/1000 at the crank pin, the crank pin slack in the web from 7/1000 to 1/1000,
and the welding of the crank pin and web fractured for the whole circum-
ference of the pin. The forward web with the crank pin specially examined
and no indication of any slackness found, also the crank shaft examined
throughout and no further defect found.

Now Done: Blamps made with the only material available to fit on
General Observations, Opinion, and Recommendation.

(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, or S.L.M.C. 9.11, 140 lb., F.D., &c.)

Recommend that the machinery of this vessel be continued
is now classed subject to the vessel proceeding to the U.K. at reduced
speed (approximately 65 revolutions) for permanent repairs

Survey Fee (per Section 29)

£125.00

Fees applied for

31-7-1933

Special Damage or Repair Fee (if any)

Late Fee £25.00

Travelling expenses (if chargeable)

Sunday Fee £25.00

Received by me,

19

Committee's Minute

Assigned

M. W. L. (S. H.)

FRI, 1 SEP 1933

Subject

E. S. Whitham

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 26 SEP 1933

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Lloyd's Register
Foundation

W68-0110

either end of the web. The clamps secured together by $5\frac{1}{2}$ " bolts and nuts with lock pins. Check plates welded to the sides of clamps to prevent any fore and aft movement. The clamp was hardened up, the engine tried at the dock, the clamp examined and again hardened up. The vessel was moved from Caracas Bay to Willemstad to ^{complete} loading and during that time (2 $\frac{1}{4}$ hrs.) was given various movements to test out the repair. The clamp was again tried for hardening up and found tight and on examination was found to be in order. The broken section of the web was found to have closed in on the crank pin and the fracture showed nothing at the pin and approximately $\frac{1}{8}$ " at the outer edge. Two $1\frac{1}{4}$ " dowell pins with gas thread was fitted to the crank pin and web as per blue print after the final hardening up of the clamp. It was recommended, if conditions suit, that the clamp be again tried for tightness after the vessel has steamed approximately 24 hours on the homeward voyage. It was also recommended that the vessel proceed at reduced speed (approx 65 revolutions)

E. S. Whitham