

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 Office Port of Willemstad, Curacao, S.W.I.

No. in Reg. Book 69286 Survey held at Curacao, S.W.I. Date, First Survey July 16th Last Survey July 31st 1933
 Tonnage { Gross 7468 Net 4330 Vessel built at Newcastle By whom Palmers & Co Ltd When 1924-5
 Engines made at Newcastle By whom M. B. Marmie Eng Co Ltd When 1927
 Nominal Horse Power 1204 Boilers, when made (Main) (Donkey) 1927
 No. of Main Boilers ✓ Owners Anglo-Saxon Petroleum Co Ltd Owners' Address London Voyage U.K.
 No. of Donkey Boilers 2 Managers U.K.
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock afloat (State name of Dock.) Curacao Bay & Willemstad.
 in Donkey Boilers 180 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

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

(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 fuel
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 10/1000,
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

CHARACTER.	Years assigned	Machinery and Boiler Surveys (including date of N.B., if any)
For Special Survey.	3	+ L.M.C. 7 31
Date of last Survey and of Periodical Surveys.	1-31	DBS. 7 31
		C.L. 3, 32

Carrying petroleum in bulk.

CONTINUOUS SURVEY

Survey Fee (per Section 29) £125.00 Fees applied for 31-7-19 33

Special Damage or Repair Fee (if any) £25.00

Travelling expenses (if chargeable) £25.00

Committee's Minute

Assigned Mr. [Signature]

As new Subject

Received by me, E. S. Whitham 19 26 SEP 1933

Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 26 SEP 1933

Lloyd's Register Foundation

W68-0110

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

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 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 $\frac{18}{1000}$ " 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. Whitman

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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