

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

Date of writing Report 20 March 34 When handed in at Local Office 21/31 1934 (Received at London Office 22 MAR 1934)

No. in 2772 Survey held at North Shields Date, First Survey 8 March Last Survey 16 March 1934 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel SE. "PECTEN"

Gross 7468 Vessel built at Newcastle By whom Palmus' Co Ltd When 1927-5

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

Nominal 1204 Boilers, when made (Main) Anglo Saxon Petroleum Co Ltd. (Donkey) 1927

of Main Boilers - Owners' Address Port London Voyage -

of Donkey Boilers 2 Managers Smiths Dock

Steam Pressure - If Surveyed Afloat or in Dry Dock Dry Dock (State name of Dock.)

Donkey Boilers 180 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

1st Report No. Continuous Survey Port Port only.

Particulars of Examination and Repairs (if any) Part. DBS.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 the details of any letters respecting this case.

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.

Is 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 " Port only.

Was not done, state for what reasons? Starboard donkey boiler under steam

What parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler Port donkey boiler 13th March 34.

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? Port only 180 lbs p sq in.

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 the 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 the 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?

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.

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

done:- Propeller, outside fastenings of sea connections, main injection valve (opened out) examined and found in good order.

5 and 6 cylinders, liners, pistons, rods, top end pins and brasses, guides & shoe shoes examined and found or put in good order.

3 starting air receiver opened up, cleaned, examined together with fittings and connections and found in good order.

Port donkey boiler examined together with its mountings, doors and fastenings and found or put in safe working order. Safety valves adjusted under steam to 180 lbs p sq in.

no:- no 5 main top and bottom cylinder liners renewed on account of wear marks from new liners:-

Top. LLOYDS. NO 5105. 6/11/33. H.C.F. Bottom NO 5151. 13/11/33. H.C.F.

General Observations, Opinion, and Recommendation:- The machinery of this vessel

is 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, E.&M.S. 9,11, or L.M.C. 9,11, (140 lb., E.D., &c.)

As far as now seen, is in my opinion eligible to remain as classed and to have the class of + LMC (CS) with date when the survey is completed and DBS 3-34 when starboard donkey boiler has been examined and its safety valves adjusted under steam.

and section (half) of main crank shaft to be renewed within twelve months (i.e. before the end of) March 1935.

Fee (per Section 29) DBS. £ 3 : 0 : 0

Damage or Repair Fee (if any) (per Section 29.)

Working expenses (if chargeable)

Committee's Minute

Signed

TUE 10 APR 1934

As now

Subjed

FRI 14 DEC 1934

FRI 28 JUN 1935

FRI 20 SEP 1935

FRI 24 APR 1936

Fees applied for
21 MAR 1934
Received by me,
4-4-1934

John T. Lindley

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W68-0122 (1/2)

Ms. PECTEN

Repairs could - nos 5 & 6 pistons removed from rods, cleaned, no 5 piston replaced by owner's spare and pistons reomitted to rods.
 Internal tubes in piston rods both renewed in Staybrite steel
 Several minor repairs and adjustments carried out.

Special Reasons List - Crank Shaft

The forward half of the main engine crank shaft was examined in way of nos 1, 2 & 3 engines

The electric welding at the ends of the journals and pins was found fractured in several places, and in six instances these circumferential welding fractures had extended into the faces of the webs. The fractures had all been carefully marked and noted and according to the Chief Engineer's observations none of them had extended at all during the last six weeks of running.

A new forward section of crank shaft is being ordered and will be fitted when the vessel returns to this country for her next dry docking. In the meantime a clamp (made and fitted to the after section of this crank shaft on a previous occasion) was fitted to the after web of no 3 crank. In my opinion this is a satisfactory arrangement. (Sketch of forward half of crank shaft attached herewith)

J.S.