Rpt. 9.

No. 90478

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

Date of writing Report ..... 19 ..... When handed in at Local Office -6 SEP 1933 19 ..... (Received at London Office 7 SEP 1933) Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 32472 Survey held at ..... Date, First Survey 29 Aug Last Survey 30 Aug 1933 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel S. M. V. "Packer."

Tonnage { Gross 4468 / Net 4330

Nominal Horse Power { 1204

No. of Main Boilers -

No. of Donkey Boilers 2

Steam Pressure— in Main Boilers -

in Donkey Boilers 180

Vessel built at Newcastle By whom Palmers' Co. Ltd. When 1924-5.

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

Boilers, when made (Main) New (Donkey) 1924.

Owners Anglo - Saxo } Owners' Address -
Managers Petroleum Co. Ltd } (if not already recorded in Appendix to Register Book.)

Port London Voyage -

Surveyed Afloat ~~or in Dry Dock~~ (State name of Dock.) Hebburn Buoys

Last Report No. ..... Port .....

Particulars of Examination and Repairs (if any) Repairs.

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

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠100 A.1. 6.33.		✠L.M.C.
S.S. Aux. 7.31-		7.31.
31.		D.B.S 6.33.
		T.S.eL. 3.32.

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 " " " No

CONTINUOUS SURVEY

If this was not done, state for what reasons? Survey 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? -

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? 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 -

Was 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 vitæ 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 Complete.

~~Not Done.~~

Examined the after half of the main engine crank in way of the No 4 engine after crank web & found same fractured through the astern side of the web.
A new half crank shaft has been fitted in a satisfactory manner. Mark on shaft.
Cause of fracture not known.
Sketch of fracture attached.

LLOYDS
No 2890
2.8.26.
E.B.14.

The continuous survey has not been advanced at this time.

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 ✠ L.M.C. 9,11, 140 lb., F.D., &c.)

The Machinery of this vessel, as seen, is in good condition & eligible, in my opinion, to remain as classed without fresh record

Is a Certificate required? If so, to be sent to

Survey Fee (per Section 29) ..... £ : :

Special ~~Damage~~ Repair Fee (if any) (per Section 29.) ..... £ 2 : 2 : -

Travelling expenses (if chargeable) ..... £ : :

Fees applied for -6 SEP 1933 19 ..... Received by me, 13-9-1933

Fred. A. Ferguson,
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 26 SEP 1933

Assigned As now without spl. cond. TUE. 10 APR 1934

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