

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

(Received at London Office)

JAN 12 1938

of writing Report 19 When handed in at Local Office 10/11/38 Port of **NEWCASTLE-ON-TYNE**

Survey held at **South Shields** Date, First Survey **3rd Dec** Last Survey **10th Jan 1938**

on the Machinery of the Wood, Iron or Steel **"BRAGANZA" EX "PACIFIC TRADER"** (No. of Visits **21**)

Gross **6327** Vessel built at **Swindland** By whom **W. Rowland Claus Ltd** When **1924-5**

Net **3935** Engines made at **Swindland** By whom **Swindland** When **1924**

Power **640** Boilers, when made (Main) **Swindland** (Donkey) **1924**

Main Boilers **1** Owners **LUDWIG G. BRAATHEN** Owners' Address **Swindland**

Donkey Boilers **2** Managers **Swindland** Port **OSLO** Voyage **Swindland**

Pressure **125 lbs** If Surveyed Afloat or in Dry Dock **Middle Reeks (Rey)** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) **Remains Coupled CS**

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on machinery of damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom? **Yes. Salvage surveyors.**

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? **Yes.**

Donkey Boilers? **Yes. S. boiler renewed.**

Parts of the Boilers could not be thus thoroughly examined? **No.**

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? **No.**

Latest date of internal examination of each boiler **14/12/37** Present condition of funnel(s) **Cased**

Surveyor examine the Safety Valves of the Main Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **125 lbs**

Surveyor examine the Safety Valves of Donkey Boiler? **Yes** To what pressure were they afterwards adjusted under steam? **125 lbs**

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? **Yes** and of the Donkey Boilers? **Yes**

Surveyor examine the drain plugs of the Main Boilers? **Yes** and of the Donkey Boiler? **Yes**

Surveyor examine all the mountings of the Main Boilers? **Yes** and of the Donkey Boiler? **Yes**

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

Shaft now fitted been previously used? **No** Has it a continuous liner? **Yes** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **Yes**

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

Electric light and/or power fitted? **Yes**

If survey is not complete, state what arrangements have been made for its completion and what remains to be done **Complete**

It will be noted this vessel has now changed name and name **BRAGANZA**

The new owners have had the insulated hold stripped of insulation and all refrigeration pipes and gas renewed. In stability masses the engine, condenser and evaporator have been left as is.

A new boiler has been fitted to replace vertical D.B. (Report from Glasgow Surveyors attached).

New Donkey Damage stated to have been caused through heavy weather on voyage from the Far East to the U.K. during September 1937.

Vessel placed in Dry Dock. Examined propellers and outside fastenings of sea connections and stern bush.

Examined circulating pump, Ballast pump and Generator engine.

Examined circulating pump, Ballast pump and Generator engine. **P.T.O**

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

is eligible, in my opinion, to remain as classed with Fresh Pressure of Survey, + L.H.C. C.S. 1-38 and D.B.S. 1-38. S. boiler new 1938. The notation LLOYDS R.M.C. should be removed from the Register book.

Fees applied for (from don) **£ 5 : 5 : 0**

Damage or Repair Fee (if any) **£ 5 : 5 : 0**

Expenses (if chargeable) **£ :**

Committee's Minute **FRI 14 JAN 1938**

Signature **M. Caldwell**



Insert Character of Ship and Machinery precisely as in the Register Book

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

W234-0077 1/3

Work Done for C.S. of oil engines as per London letter to owners. 16/11/37
Examined No 1 and 2 main engine centre and side top
ends, No 1 centre and side bottom ends and No 3 and
4 main bearings

Work Done for Port boiler survey Port dunky boiler examined
complete with doors and mountings. Safety valves
of both boilers adjusted under steam to working
pressure and accumulation test carried out satisfactorily
on Stand. boiler.

Damage Repairs Circulating pump. ~~Shaft~~ shaft turned in lath,
skinned up and bearings renewed.

Inboard dynamo engine. H.P. piston rod renewed H.P. piston
and rings renewed. H.P. cylinder cover renewed
and H.P. piston rings renewed.

Ballast pump Valve gear overhauled Crosshead refitted
Bucket rings renewed

A number of checks and holding down bolts on Main
engine removed for access to tank top and afterwards
refitted with 4 new bolts.

Repairs for Wear & Tear Main engines. Both No 2 side top
ends, lower valves, renewed and pins dressed up
No 5 and 6 trunk bearings renewed and wood under
same renewed.

M. Caldwell

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M.V. "PACIFIC TRADER."

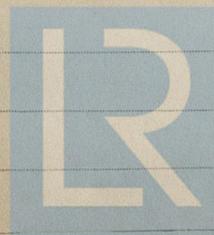
Elec Light Instⁿ

All cables removed due to alterations have been replaced. Those now out of use are cut off about 6 feet above the main switchboard. The after accⁿ has been revised, new fittings & switches supplied. The insulation resistance is now good. The dynamo governor, main board, fuses, cables & fittings were load & tested under working conditions & found satisfactory.

W.T. Badger

Light
Instⁿ

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