

# 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

1938

Port of

NEWCASTLE-ON-TYNE

Survey held at South Shields Date, First Survey 3<sup>rd</sup> Dec Last Survey 10<sup>th</sup> Jan 1938on the Machinery of the Wood, Iron or Steel "BRAGANZA" Ex "PACIFIC TRADER" (No. of Visits 21)Gross 6327 Vessel built at Swanland By whom W. R. J. Jones & Sons Ltd When 1924-5Net 3935 Engines made at Swanland By whom Swanland When 1924al 640 Boilers, when made (Main) Swanland (Donkey) 1924Main Boilers 2 Owners LUDWIG. G. BRAATHEN Owners' Address (if not already recorded in Appendix to Register Book.)Donkey Boilers 2 Managers Middle Rocks (Rey) Port 0510 Voyage Pressure 125 lbs If Surveyed Afloat or in Dry Dock Middle Rocks (Rey) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).Key Boilers 125 lbs (State name of Dock.)Report No.  Port Particulars of Examination and Repairs (if any) Damage, Coupl. CS.

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 (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 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 Yes. S. boiler renewed.

Is not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Next date of internal examination of each boiler P 14/12/37 S. boiler renewed

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

How 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 been changed? No If so, state reasons

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

Time 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"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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 Amphit

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

S.R. List a new boiler has been fitted to replace vertical D.B. (Report from Glasgow Surveyors attached).

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

Vessel placed in Drydock. Examined propeller and outside fastenings of sea connections and stern bush.

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 Record

of Survey, + L.H.C. C.S. 1-38 and D.B.S. 1-38. S. boiler new 1938. The notation

LLOYDS RMC should be removed from the Register book.

DBS 3 5 5 0

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

Expenses (if chargeable) £ : : :

Committee's Minute

dated

FRI 14 JAN 1938

+ L.H.C. C.S. 1-38 D.B.S. 1-38

4-37 (not 1-38)

12.1.38

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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 find 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,  
skimmed up and bearings renewed.

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

Ballast pump Valve gear overhauled Crosshead refitted  
Bucket rings renewed

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

Repairs for Main & Team Main engines. Both No 2 side top  
ends, lower halves, renewed and pins dressed up.  
No 5 and 6 tunnel bearings renewed and wood under  
same renewed.

M. Caldwell

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JAN 12 1938

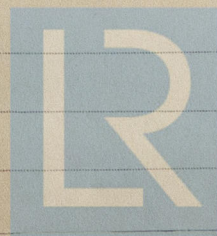
## M.V. "PACIFIC TRADER."

Elec Light Inst<sup>n</sup>

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 acc<sup>n</sup> has been rewired, 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

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