

Rpt. 9

Date of writing report 3. 6. 58.

Received London 18 JUN 1958

Port Liverpool

No. 149427

Survey held at

No. of visits 3

First date 29.4.1958

Last date 8.5.1958

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 25574 Name M.V. "REINA DEL PACIFICO" Gross tons 17872 Date of build 1931 3
Owners Pacific Steam Navigation Co. Managers Port of Registry Liverpool
Engines made 1931 By Harland & Wolff Ltd. Type 4SA each 12CV
No. of Main Engines 4 No. of Screws 4
No. of Main BOLLERS - W.P. -
No. of Aux./Donkey BOLLERS 3db W.P. 100 lb.
Surveyed Afloat or in Dry Dock Afloat.
Nature of Survey Repairs.
Was Damage Report issued? - Int. Cert.? No.
Last Report (For Head Office only) 3991 N/P

Records of Survey & Special Notations as per Register Book

Hull	Machinery
100 lb. with fhd. 10.57.	IMC. CS. 10.57.
S.S. liv. (Dr). 11.56.	RS. d. 8.56.
	TS. OG. pf. 1 1.56.
	pa. 5.57.
	sf. 5.57.
	sa. 5.57.
	S. p. s. 3.53.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Side
Top Ends & Guides Centre
4 Crankpins & Side
Bearings Centre
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

16 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS This is forwarded for the information of the Committee.

Date of Committee

Decision

40m. 4.57. T. (MADE AND PRINTED IN ENGLAND)

Engineer Surveyor to Lloyd's Register of Shipping



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Lloyd's Register
Foundation

- 32 Essential Independent Pumps (Identify by position).....
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices.....
- 39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....
- 41 Oil Fuel Tanks (Not forming part of hull structure).....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			1 Generators & Governors.....
b Exciters.....			2 Motors.....
c Air Coolers.....			3 Switchboards & Fittings.....
d Motors.....			4 Circuit Breakers.....
e Air Coolers.....			5 Cables.....
f Control Gear, Cables, etc.....			6 Insulation Resistance.....
g Insulation Resistance.....			7 Steering Gear Generators and Motors.....
h Insulating Oil Test.....			8 Navigation Light Indicators.....
i Overspeed Governors.....			
j Magnetic Couplings.....			
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters.....	
Safety Valves.....	
Mountings, Doors & Fastenings.....	
Safety Valves Adjusted to Sat. Spt.....	
Boiler Securing Arrangements.....	
Main Economisers.....	Exhaust Gas Heated Economisers.....
Steam Heated Steam Generators.....	Steam Generator Safety Valves Adjusted to.....
Were Oil Burning System & Remote Controls examined working in accordance with Rules?.....	Forced Circulating Pumps.....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?.....	Funnel.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main.....	Auxiliary (over 3 in. bore).....
Were Copper Pipes annealed?.....	Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Attended on board at request of Owners on account of damage to the starboard inner generator stated sustained as a result of No.4 Unit (outboard) Bottom end bolt breaking. The damage was extensive and the Owners decided not to carry out repairs at this time, as it was their intention for the vessel to proceed to Japan with Skeleton crew for breaking up. Arrangements were made to disconnect all but essential electrical services and so have one spare generator.

Whilst in Port on the 2nd May the Port Inner Generator was damaged as a result of No.1 (Inboard) B.E. bolt breaking. Temporary repairs were effected and the generator was subsequently tried out under working conditions and found satisfactory.

Note.

After the above surveys were completed the destination was changed and the vessel proceeded to Newport. Mon. for breaking up.

LEAVE THIS SPACE BLANK

BS61 NNI SC

Survey fee
Dge Rprs.

15-15-0

Damage fee

Expenses...

Date when A/c rendered

7/6d