

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

(Received at London Office MAY 2 1941)

Date of writing Report 6/3/41 When handed in at Local Office 10th Mar. 1941 Port of Kobe.

No. in Reg. Book 81003 Survey held at Innoshima. Date, First Survey 7/2/41 Last Survey 27/2/1941.
(No. of Visits Four.)

on the Machinery of the ~~XXXXXX~~ Steel S/S "PACIFIC MARU".

Tonnage { Gross 5873 Vessel built at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1920 lmo.
Net 4254

Nominal Horse Power 440 NHP Engines made at Kobe. By whom Kawasaki Dockyard Co. Ltd. When 1920.
Boilers, when made (Main) 1920. ~~XXXXXX~~ (AUXY) 1920.

No. of Main Boilers 2 SB Owners Tamai Syosen Kabusiki Kaisya. Owners' Address Hasidate. Voyage Port
(if not already recorded in Appendix to Register Book.)

No. of ~~XXXXXX~~ Boilers 1 SB Managers AUXY
Steam Pressure in Main Boilers 200 lbs. of Surveyed Afloat or in Dry Dock Both
in ~~XXXXXX~~ Boilers 200 lbs. (State name of Dock.) Innoshima Dock.

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) LMC & TS

(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.)

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? Yes.
" " AUXY. " " Yes.
If this was not done, state for what reasons? --

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? --

State latest date of internal examination of each boiler February, 1941. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

Did the Surveyor examine the Safety Valves of ~~XXXXXX~~ AUXY Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the ~~XXXXXX~~ AUXY Boilers? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? -- and of the ~~XXXXXX~~ AUXY Boilers? --

Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the ~~XXXXXX~~ AUXY Boilers? Yes.

Has screw shaft now been drawn and examined? Yes. 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? No

Has shaft now been changed? No 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? --

State date of examination of Screw Shaft Feb. 1941 State the distance between lignum vite ~~XXXXXX~~ of stern bush and top of after bearing of screw shaft Close fit.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~XXXXXX~~ fitted? Yes.
If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? Yes.
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

NOW DONE:- Vessel placed in dry dock, propeller, stern bush, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

Tail shaft with continuous liner examined and found in good condition.

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condenser, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The steam pipes were tested by hydraulic pressure to 2 times W.P., and the copper steam pipes were annealed before testing.

Electric Installation megger tested, switchboard and fuses examined and found or now placed in good condition, installation afterwards tested under working condition with satisfactory results. (P.T.O.).

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel (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, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)
CS 3,34,

are in good condition and eligible, in my opinion, to be continued as classed with fresh record of ~~XXXXXX~~ L.M.C. 2, 41. and Tail Shaft (CL) seen 2,41, subject to oil fuel installation not being used until it has been surveyed.

Survey Fee (per Section 29) Yen 260:00 Fees applied for 5/3/1941
Electrical Survey Yen 60:00
~~XXXXXX~~ Fee (if any) (See Hull Report)
Travelling expenses (if chargeable) E Received by me, 10/3/1941

Committee's Minute TUE. 20 MAY 1941
Assigned + dmb. 2-41 Subject Subject
CERTIFICATE WRITTEN

N.A. ma
Engineer Surveyor to Lloyd's Register of Shipping.



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

oil fuel install
Subject to the ~~XXXXXX~~
not being used.

SS No. 1 du 7.41 held.
Prew shaft-examined.
A number of boiler tubes & some
electric cables renewed.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 2.41.

S. 2.41.

Subject to the oil fuel
BOILER

not being used again.

L.L.
16/5/41.

The 2 Main and 1 Auxiliary Boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

NOTE:- Oil fuel installation has not been used for past few years and will not be used in near future.

REPAIRS DUE TO WEAR AND TEAR:-

H.P. & M.P. cylinder shoulders renewed, L.P. cylinder skimmed up and all piston rings - renewed.

H.P. and M.P. valve casings skimmed up and packing rings - renewed.

H.P. crank pin and M.P. crosshead pins skimmed up and their brasses-remetalled.

Main feed, sanitary and bilge pump plungers skimmed up and rebushed.

No.1 dynamo engine:- piston ring - renewed.

Centrifugal pump:- piston ring - renewed.

Port Weirs' feed pump:-, bucket ring - renewed.

Ballast pump:- bucket ring - renewed.

Auxiliary Boiler:- main check valve seat and stop valve seat - renewed.

53 smoke tubes in boilers - renewed.

Stern bush lignum vitae bottom half - renewed.

Electric cables:- about 48 metres of armoured wire and about 56 metres of LEAD covered wire - renewed.

Other minor repairs and adjustments carried out. NA