

Rpt. 9

Date of writing report 18/4/57

29 APR 1957

Survey held at WELLINGTON, N.Z.

Received London

Port WELLINGTON, N.Z.

No. of visits TWENTY FIVE

First date 1/3/57

Last date 18/4/57

No. 7444

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 93093 Name M.V. "PACIFIC PEARL" (ex "Holmdale").

Owners Crescent Corporation

Managers

Gross tons 679

Date of build 1921 12mo.

Engines made Skm. By Atlas-Diesel

Port of Registry PANAMA

No. of Main Engines 1 No. of Screws 1

Type Oil Eng. 2SA50y. 340x570mm.

No. of Main Boilers W.P. No. of Aux./Donkey Boilers 1 W.P. 100 lbs.

Surveyed Afloat or in Dry Dock BOTH

Nature of Survey Docking, Aq. CS, Damage, Repairs, Donkey boiler survey and

Was Damage Report issued? YES Int. Cert.? YES

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100A1 11/55	+LMC.CS 6/52
S.S.Ddn. 6/52	d 11/55
(Dr) 11/49	TS 11/55
OIL	ENG.

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 GOOD Wear Down of Stern Bushes 5/32" Oil Glands Sea Connections GOOD

Fastenings GOOD Has Screwshaft Tubeshaft been drawn? NO 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 All Good

2 Valves & Gears All Good

3 Connecting Rods, Top Ends & Guides Side All Good

Gudgeon Pins Centre All Good

4 Crankpins & Bearings Side All Good

Centre All Good

5 Journals & Bearings Nos. 2,3,4,5,6,7, Good.

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

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS GOOD

24 INTERMEDIATE SHAFTS & BEARINGS GOOD

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS Circulating Water Pump - Good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES GOOD

Have Main Engines been tested working and manoeuvring? YES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is eligible in our opinion to remain as classed with fresh record of D.B.S.4.57 now and C.S.(with date) when the survey has been completed, subject to the welded repair to the donkey boiler shell plate being further examined by October, 1957 (6 months limit), to the Windlass first reduction pinion being renewed at the earliest opportunity and to the Ballast Pump water end casting being renewed before completion S.S.

Date of Committee THURSDAY 23 MAY 1957

Decision Deferred for cp cs

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND.)

Robt. L. Christensen for F.E. Turpie & Co.
Engineer Surveyor to Lloyd's Register of Shipping

(L. O. CHRISTENSEN AND F. E. TURPIE)

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Lloyd's Register
Foundation

008628-008633-0262 1/2

32 Essential Independent Pumps (Identify by position) G.S. Pump (Elec. Motor Driven P.S. Frd.) - Good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls. Good

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers Main - Good 37 Heaters (state service) 38 Independent Air Compressors, Coolers & Safety Devices Aux. Eng. Driven Compressor (Port Side) - Good 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 Good 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) Steam Generator Engine (Starboard Side) - Good. Diesel Generator Engine (Port Side) - Good.

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
a) Generators		Generators & Governors	Good
b) Exciters		Motors	Good
c) Air Coolers		Switchboards & Fittings	Good
d) Motors		Circuit Breakers	Good
e) Air Coolers		Cables	Good
f) Control Gear, Cables, etc.		Insulation Resistance	Good
g) Insulation Resistance		Steering Gear Generators and Motors	Good
h) Insulating Oil Test		Navigation Light Indicators	Good
i) Overspeed Governors			
j) Magnetic Composites			
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: Sole - 15/3/57

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings 100 lbs. per sq. inch.

Safety Valves Adjusted to Sat. spk Good

Boiler Securing Arrangements Exhaust Gas Heated Economisers

Main Economiser Steam Generator Safety Valves Adjusted to XX

Steam Heated Steam Generators Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Forced Circulating Pumps Funnel Good

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

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)

DAMAGE: - to Main Engine driven S.W. Circulating pump (s.s.) stated to have occurred on the 21st February, 1957 whilst on voyage Santo-New Hebrides to Wellington, N.Z. due to the slackening back of bucket rod nut. For further details please see vessel's log book.

Upon examination the following was found and repairs recommended:

FOUND: - (1) Bucket Rod bent. (2) Connecting Rod Bent. (3) Bucket Rod Guide broken. (4) Bucket Rod Guide shoe and crosshead broken. (5) Bucket and Rings broken. (6) Suction and Delivery valves damaged. (7) Bucket liner scored.

RECOMMENDED: - That it be renewed. That it be renewed. That it be renewed. That it be renewed. That they be repaired as necessary. That it be renewed.

The foregoing recommendations were made with a view to placing the machinery in the same good and efficient condition as before the alleged casualty occurred and these have now been carried out to my satisfaction.

Survey fees ... ELEC. S.S. £12. 0. 0. D.B.S. 8. 0. 0. ADV. C.S. 30. 0. 0. Damage fee ... 155. 0. 0. REPAIRS. 20. 0. 0. Expenses ... 5.40. 0. S.A. FEES. 14. 0. 0.

Date when A/c rendered 18/4/57.

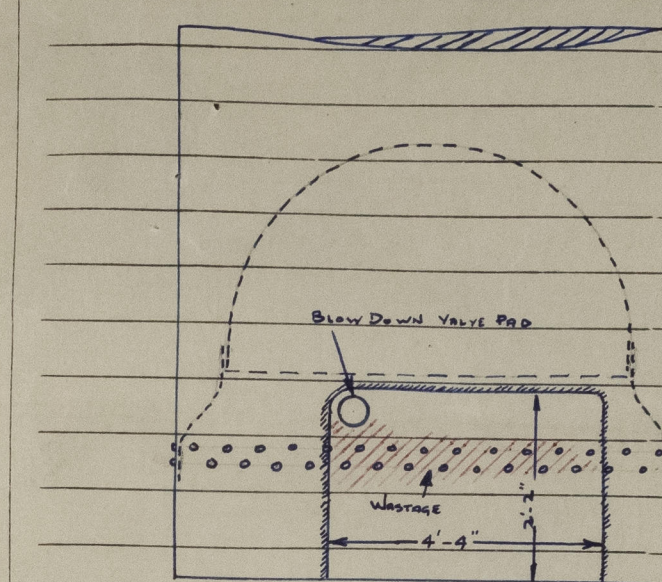
Rpt. 9a

Port of WELLINGTON, N.Z.

Continuation of Report No. 7444 dated 18/4/57.

on the m.v. "PACIFIC PEARL"

DONKEY BOILER WEAR AND TEAR REPAIRS: - NOW DONE:-



Donkey Boiler opened up for survey, during external examination, the shell plate below the blow down valve pad was found to be severely wasted, upon hammer testing a 2" dia. hole was made, all lagging round the lower half of the boiler was removed and upon further examination an area of general wastage was discovered in way of ogee ring riveting. A section of shell plate measuring 4'-4" by 2'-2" was cropped. Owing to the difficulty of riveting a patch in this position, it was decided to weld the new section of plate (tested material) in position, a certified welder being used for this operation, upon completion of welding, the plate was riveted to the ogee ring. The welding was subsequently ground flush and examined for defects and found satisfactory. Sundry minor repairs were effected to boiler mountings including the removal of a brass plug blocking the salinometer cock internally. Upon completion of all repairs the boiler was examined under hydraulic pressure and further examined under steam and found satisfactory.

In view of the nature of the shell plate repair, it is recommended that it be further examined by October, 1957 (6 months limit).

MAIN AND AUXILIARY WEAR AND TEAR REPAIRS: - NOW DONE:-

Main Engine No. 3 Unit piston skirt found broken in way of piston inlet strainers found wasted new strainers now fitted. Two Main sea water completely overhauled, crankshaft lightly ground and all bearings renewed. Piston rod skimmed, crosshead pins machined and new bearings fitted. Governor springs renewed. Lubricating Oil cooler top cover found wasted, now renewed. Diesel Generator Engine (p.s.) cylinder heads found to be wasted through from cooling water space, frd. connecting rod bent, frd. piston skirt broken, guide pins and bearings worn. Owing to the difficulty of obtaining replacement parts this engine has now been removed and replaced by a new hand start 32 H.P. Lister (Duralev) Engine Number 18FR42 RPM1500. Generator driven Air Compressor completely overhauled and clutch rebuilt. The Windlass was opened up and examined, connecting rods found bent and severely wasted, both rods now renewed. Pistons found broken in ring grooves, these now renewed. Eccentric rods found wasted, these reinforced by welded strips. First reduction pinion teeth found worn, the vessel's commitments would not allow time for a new pinion to be cast, it is accordingly recommended that the windlass first reduction pinion be renewed at the earliest opportunity. The main switch board, generators, section and distribution boards were overhauled. Minor repairs were made on various circuits, including the removal of temporary wiring as required. Earth and low insulation faults were repaired. On completion the equipment was operated under working conditions with satisfactory results and the insulation resistance of all circuits and apparatus measured and found good. Sundry minor repairs effected. Upon completion of all repairs all machinery was examined under working conditions and found satisfactory.

S.R.L. 150 Ballast pump water end casting examined as far as practicable and found to continue efficient with no further deterioration it is accordingly recommended that the Ballast Pump water end casting be renewed before completion of Special Survey.

A new independent portable Emergency Fire pump has now been placed on board. Type Winget PM Pump Model 3B1V Number BW655-54. The pump has a 3" dia. suction and a valve has now been fitted to the G.S. Pump suction line enabling this pump to be coupled to the Bilge, Ballast and Sea Lines if required.

The Owners representative's attention has been drawn to the desirability of fitting crankcase explosion relief devices, none being fitted in this installation.

A copy of the Interim Certificate has been placed on board and a copy sent to the ROBE Surveyors for their information.

To complete the Continuous Survey cycle of the machinery the following items remain to be examined - (Please see also Classn (H) letter of the 13th March, 1957). Holding down bolts and chocks, Main Engine driven Bilge and L.O. Pumps, Auxiliary Condenser, Pumping arrangements, Auxiliary Steam Pipes over 3" Bore. Oil Fuel Tanks, Steering Machinery.

Rehmlen