

Rpt. 9

25 JUN 1959

Date of writing report 27th May, 1959 Received London Port of Vancouver, B.C. No. 10607
Survey held at Vancouver & Victoria, B.C. No. of visits 12 First date 20th April Last date 8th May, 1959

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 74307 Name ^{MS}M.V. "PACIFIC WIND" ex "UNITANKER" Gross tons 1561 Date of build 11-1938
Owners Pacific Bulk Carriers Ltd. Managers Port of Registry Vancouver
Engines made 1938 By Fairbanks, Morse & Co. Type 2 Oil Engines 2SA each 7Cy.

No. of Main Engines 2 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Both

Records of Survey & Special Notations as per Register Book

Hull	Machinery
LR class w'drn. 5,55	

Nature of Survey Reclassification Survey
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

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 .035" Oil Glands No Sea Connections Good
Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 20, 4, 59 Has Shaft been changed? Yes
Has Shaft now fitted been previously used? Yes Has Shaft now ~~examined~~/fitted a continuous liner? Yes Approved oil gland? No

MAIN ENGINES (Recip. Steam or I.C.)	PORT	STARBOARD	
1 Cyls., Covers, Pistons & Rods		Nos. 1, 3, 4 & 7	Good
2 Valves & Gears		Nos. 1, 3, 4 & 7	Good
3 Connecting Rods, Top Ends & Guides	Side		
	Centre	Nos. 1, 3, 4 & 7	Good
4 Crankpins & Bearings	Side		
	Centre	Nos. 1, 3, 4 & 7	Good
5 Journals & Bearings		All	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 Good
12 Connecting Rods & Top Ends Good
13 Crankpins & Bearings Good
14 Journals & Bearings Good

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
24 INTERMEDIATE SHAFTS & BEARINGS Good

25 HOLDING DOWN BOLTS & CHOCKS Good Good
26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS
28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS Lubricating Oil Good Lubricating Oil Good

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel as now seen is in efficient condition and eligible, in my opinion, to have the notation Reclassification Contemplated with fresh record of CS (with date) on completion and DBS 5,59 and TS 5,59.

Date of Committee TUESDAY 25 AUG 1959
Decision Deferred

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND.)
J.A. STEWART and T. TAYLOR
Engineer Surveyor to Lloyd's Register of Shipping

Noted for Header

011757-01765-0171

Lloyd's Register of Shipping Foundation

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) Port bilge pump, Port F.W. Circulating Pump, OF Transfer Pump and Lubricating Oil Sump Pump All 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? Yes

35 Fresh Water Coolers 36 Lub. Oil Coolers Port M.E. Good 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main (3) (Tested) Good 40 Auxiliary (1) Tested Good

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators None 43 Have Evaporator Safety Valves been tested under steam? -

44 Steering Machinery Good 45 Windlass 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) The Starboard (75 KW) Good

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	PORT	STARBOARD
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s 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 & PEZERS~~ 23,4,59

Superheaters Hyd. Test 150 PSI

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. 100 PSI
Spt. -

Boiler Securing Arrangements Good

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? Yes Forced Circulating Pumps

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

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)

REPAIRS:- Spare Tailshaft fitted, marked:- Lloyds 2162 J.S. 22,7,38 D.C. Previous Tailshaft removed, suspected fracture at outer end of liner to be further examined. The lower half of outer bearing of stern tube was rewooded at B.C. Marine slipway. After vessel refloated, a good alignment of shafting could not be obtained. Vessel redocked at Yarrows Ltd., Victoria, B.C.. Tailshaft drawn, all wood removed from stern tube bushes and alignment of stern tube and intermediate shafting through to gear box checked and found satisfactory. Stern bushes rewooded, alignment of shafting checked when vessel refloated and found satisfactory.

NOTE:- When previously Classed in 1955 the class was subject to Starboard Main Engine Scavenge Pump crosshead and guide being renewed. These parts have since been renewed and Scavenge Pump surveyed at this time.

Vancover Letter 14/8/59. Metalic repairs to S.F. aux. engine for port. of S.F. aux. engine removed ashore & replaced by new engine yet to be examined.

W.S. 19/8/59

LEAVE THIS SPACE BLANK

Survey fees	TS	\$40.00
	DBS	30.00
	Part CS	75.00
Damage fee		
Expenses...		20.00

Date when A/c rendered 25th May, 1959.

