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by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME "PACIFIC STAR"

REPORT Gls 81827 Gls 79436 Gib 3805

marks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine Oil Engine 2SCSA
5 cylinders 26 5/8" - 91.5/16"
New MN 1232



~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner Yes
If fitted with an outside gland of approved type No

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 15.4.52. for a service speed of 116 RPM, provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 66 and 78 RPM and the tachometer be marked accordingly. The Machinery Certificate should be endorsed accordingly and a suitable entry made in the SRL.

Similar calculations for the 150 KW generator sets were approved in the Secretary's letter of 16.10.51. for a service speed of 600 RPM.

On the vessel's maiden voyage trouble developed in the main engine thrust block and vessel called into Gibraltar where the lubricating oil was cleaned and minor repairs effected to the thrust.

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed LMC 4,54
2 DB 180 lb.
"Carrying Petroleum in Bulk"

The Glasgow Surveyors should be requested to forward for record purposes a copy of the plan of the pumping arrangements in the machinery spaces.



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