

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 3805.

Date of writing Report 28.4.54. 19... When handed in at Local Office 19... Port of GIBRALTAR. (Received at London Office 10 MAY 1954)

No in Book. Survey held at GIBRALTAR. Date. First Survey 22.4.54 Last Survey 24.4.54 19... (No. of Visits 3.)

0895 (S) on the Machinery of the Wood, Iron or Steel Motor Tanker "PACIFIC STAR".

Gross 11800 Vessel built at Port Glasgow By whom Wm. Hamilton & Co.Ld. Year. Month.  
 Net Engines made at Glasgow By whom D.Rowan & Co.Ld. When  
 Nominal Boilers, when made (Main) (Donkey) When  
 se Power Owners Blue Star Line, Ld. Owners' Address  
 of Main Boilers Managers. Port Liverpool Voyage Persian Gulf.  
 of Donkey Boilers If Surveyed Afloat or in Dry Dock Afloat.  
 m Pressure— (State name of Dock.)  
 Main Boilers  
 Donkey Boilers

t Report No. Port  
 Particulars of Examination and Repairs (if any) M.E. Thrust defects.  
 Medical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the  
 of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on  
 nt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides  
 detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and  
 its of any letters respecting this case.

mage 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.

a damage report made by anyone else? If so, by whom?

he Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

" Donkey " " "

, state for what reasons? What parts of the Boilers could not be thus thoroughly examined?

special means, in the absence of internal examination, were adopted by the  
 rveyor to assure himself of the thorough efficiency of those parts of each Boiler?

latest date of internal examination of each boiler.

he Surveyor examine the Safety Valves of the Main Boilers? Present condition of funnel(s)

he Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

he Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? To what pressure were they afterwards adjusted under steam?

he Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

he Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

he screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft.

orn bush. Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

he insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

ne parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

The vessel was on voyage, in ballast, from Glasgow to the Persian Gulf and arrived at  
 Gibraltar at noon on 22nd April, 1954, with reported defect to main engine thrust. It  
 is stated that on the 19th April, 1954, the main engine thrust was noticed to be excessively  
 hot, the engine was eased down to 85 R.P.M. and at 11.53 stopped. The thrust was opened  
 up and all ahead pads were found to be wiped; the thrust casing was cleaned out and spare  
 pads fitted. After assembling the thrust, deflections of No.5 crank were taken and normal  
 readings were obtained. Vessel proceeded under reduced power to Gibraltar at 8.36 on the  
 20th April 1954.

A survey was called for and I found and recommended as follows:-

FOUND. RECOMMENDATIONS.

Upon opening Thrust.

One oil deflector plate missing. All ahead thrust pads slightly scored. Lubricating oil strainers very dirty.

Thrust block to be opened up, all ahead and astern pads and self aligning journal pads forming bottom half of after bearing to be removed. All lubricating oil pipes and strainers to be opened up for examination.

General Observations, Opinion, and Recommendation:- (P.T.O.)

(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, BS 9,11, B&MS 9,11, SLMC 9,11 or SLMC 140 lb., ED, &c.)

Recommended that the Machinery remains as classed and the vessel be allowed to proceed on intended voyage.

Survey Fee (per Section 23), £11. 14 0 Fees applied for

Additional Damage or Repair Fee (if any) £ : : Received by me,

(per Section 23.) £ 3. 0 0

15.22 travelling expenses (if chargeable)

Committee's Minute

igned

See Egs 81827

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Repairs effected.

One new oil deflector plate made and fitted. All Thrust pads scraped and cleaned up in way of white metal and the ahead side chipped in way of shoulders of thrust pads to slightly increase the clearance and give more freedom to oscillate. All measurements between housing and the forward face of the thrust collar checked to prove alignment of thrust collar. Wear down of after bearing of thrust checked. Checked the thickness of the ahead distance ring in way of thrust pad contacts and scraped off high spots as necessary. All lubricating oil strainers carefully cleaned and closed up. Pumped out all lubricating oil in main engine sump into the renovating tank and purified through the centrifuge. Examined and cleaned out main engine sump. Placed on board one set of spare thrust pads.

Carried out satisfactory trials alongside and in the Bay.

*W. A. Savage*



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