

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

(Received at London Office)

10 MAY 1954

Date of writing Report 28.4.54. 19... When handed in at Local Office 19... Port of GIBRALTAR.
 No. in Book. Survey held at GIBRALTAR. Date. First Survey 22.4.54 Last Survey 24.4.54 19...
 0895 (s) on the Machinery of the Wood, Iron or Steel Motor Tanker "PACIFIC STAR". (No. of Visits 3.)

Age { 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
 Horse Power Owners Blue Star Line, Ld. Owners' Address --
 of Main Boilers -- Managers -- (if not already recorded in Appendix to Register Book.)
 of Donkey Boilers -- If Surveyed Afloat or in Dry Dock Afloat. Port Liverpool Voyage Persian Gulf.
 Main Pressure -- Main Boilers --
 Donkey Boilers -- (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A1 (Class contemplated).		
Carrying Petroleum in bulk.		

Report No. -- Port --
 Particulars of Examination and Repairs (if any) M.E. Thrust defects.
 Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 its of any letters respecting this case.

Where 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?
 Did the 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 Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?
 latest date of internal examination of each boiler? Present condition of funnel(s)
 Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?
 Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?
 Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?
 Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?
 Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?
 Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?
 Has the 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. State the wear down in the
 Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?
 The insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?
 The 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:—
 (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, LMC 9,11 or RLMC 140 lb., ED, &c.)
 CS 3,34
 Recommended that the Machinery remains as classed and the vessel be allowed to proceed on intended voyage. (P.T.O.)

Survey Fee (per Section 23) £11. 14 0
 Additional Damage or Repair Fee (if any) £ : :
 (per Section 23.)
 Travelling expenses (if chargeable) £ 3. 0 0

Fees applied for 19...
 Received by me, 19...
 Acting for W. F. Cromby
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Signed See Egs 81827



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

Is a Certificate required? If so, to be sent to

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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