

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

(Received at London Office)

12 JUL 1949

Date of writing Report 8th July 1949 When handed in at Local Office 9th July 1949 Port of MANCHESTER  
No. in Survey held at MANCHESTER Date First Survey 5.7.49 Last Survey 7th July 1949  
Reg. Book. (No. of Visits 3)

21310 on the Machinery of the Wood Iron or Steel

"PACIFIC ENTERPRISE"

Year. Month.

Tonnage { Gross 6736 Vessel built at Glasgow By whom Blythswood S.B. Co. Ltd. When 1927. 12.  
Net 4093 Engines made at Greenock By whom J.G. Kincaid & Co. Ltd. When 1927.  
Nominal 946MN Boilers, when made (Main) (Donkey) 1927.  
Horse Power 1 Owners Norfolk & N. American Ste. Shpg. Co. Ltd. Owners' Address  
No. of Main Boilers 1 Managers Furness, Withy & Co. Ltd. (if not already recorded in Appendix to Register Book.)  
Steam Pressure in Main Boilers 100 Port London Voyage  
in Donkey Boilers 100

If Surveyed Afloat or in Dry Dock No. 9 Dock, Salford.

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

CHARACTER.	Years assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any)
Special with		LMC 3,49.
freeboard 2,49		3,49.
ss Mch. 3,49.		D.B.S. 1,49.
		C.L. 1,49.
		ALLOYD'S S.M.C.
		3,49.
		3,49.
		Oil Engines.

Last Report No. 7844 Port Ver

Particulars of Examination and Repairs (if any) C.S.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, 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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage 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

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" Donkey "

If not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

What 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?

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

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete for C.S. see form 7E.

NOW DONE:- Nos. 3 & 6 Port & Nos. 1 & 3 Starboard main engine cylinders, covers, valves and valve gears, pistons, piston rods, crosshead and brasses opened up and examined. Starboard aft diesel generator engine, together with attached air compressor unit, opened up in their entirety. All found or placed in good condition. M.P. & L.P. compressor air coolers examined and tested under hydraulic pressure and found sound and tight.

REPAIRS DUE TO W & T:- Starboard main engine - No. 1 crosshead brasses remetalled.

Starboard aft diesel generator engine - Nos. 2, 3 & 4 connecting rod gudgeon pins machined and brasses renewed. No. 2 bottom end brass remetalled.

All bottom end bearing bolts renewed.

Repairs effected under M.O.T. Licence No. E.3305.

General Observations, Opinion, and Recommendation:- The machinery of this vessel so far as now seen, is

(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 LMC 140 lb., FD, &c.)

CS 3,34,

in good condition and eligible, in my opinion, to remain as classed with fresh record of L.M.C.

C.S. (with date) on completion of the survey.

Survey Fee (per Section 29) C.S. £ : : Fees applied for

Special Damage or Repair Fee (if any) £ : : 19

Travelling expenses (if chargeable) £ : : Received by me, 19

LICENCE CASE.

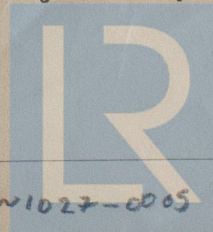
Committee's Minute/

Assigned

FRI 29 JUL 1949

As now

W.A. Book  
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation

W1027-0005

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

OIL ENGINE  
CONTINUOUS SURVEY  
R.M.C. (ED.)

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



C.S. advanced.

It is submitted that this  
vessel is eligible to remain  
as CLASSED.

J.S.

21-7-49.

C.S. fee: £20-

Pa Mch. *Wm*  
25/7.



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