

REPORT OF SURVEY FOR REPAIRS, &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 Reg. Book. Survey held at MANCHESTER. Date. First Survey 5.7.49. Last Survey 7th July 1949. (No. of Visits 3)

on the Machinery of the ~~Wood Iron or Steel~~ "PACIFIC ENTERPRISE"

21310

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 }
 No. of Main Boilers - Owners Norfolk & N. American Ste. Shpg. Co. Ltd.
 No. of Donkey Boilers 1 Owners' Address -
 Steam Pressure - Managers Furness, Withy & Co. Ltd. (if not already recorded in Appendix to Register Book.)
 in Main Boilers - Port London. Voyage -
 in Donkey Boilers 100 lbs. Surveyed Afloat or in Dry Dock No. 9 Dock, Salford.
 (State name of Dock.)

Last Report No. 7814 Port Ver

Particulars of Examination and Repairs (if any) C.S.
(Periodical Surveys, when held, must be reported in detail and seriatim 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 R.M.C. C.S. (with date) on completion of the survey.

Survey Fee (per Section 29) C.S. £ : : Fees applied for 19

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : LICENCE CASE.

Committee's Minute / As now

Assigned

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



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

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

If so, to be sent to

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

C.S. advanced.

It is submitted that this
cessal is eligible to remain
as **CLASSED**.

J.S.

21-7-49.

C.S. fee: £20-

Per Md. *[Signature]*
25/7.



© 2020

Lloyd's Register
Foundation