

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

(Received at London Office)

21 DEC 1942

Date of writing Report *1st Dec 1942* When handed in at Local Office *18th Dec 1942* Port of *Cardiff*

No. in Reg. Book *80084* Survey held at *Cardiff* Date First Survey *9th Dec* Last Survey *15th Dec 1942*

on the Machinery of the Wood, Iron or Steel *S.S. L. V. Pacific Borne* (No. of Vessels *4*)

Tonnage Gross *4117* Net *4270* Vessel built at *Kiel* By whom *Danish Water Works Ltd.* Year Month *1928 11*

Nominal Horse Power *1014* Boilers, when made (Main) *(Donkey)* When *1928*

No. of Main Boilers *✓* Owners *Furness Withy & Co. Ltd.* Owners' Address *(if not already recorded in Appendix to Register Book.)*

No. of Donkey Boilers *2* Managers *do* Port *London* Voyage

Steam Pressure in Main Boilers *✓* *45 Surveilled Afloat in Dry Dock* (State name of Dock.)

in Donkey Boilers *100*

Last Report No. *54477* Port *Cardiff*Particulars of Examination and Repairs (if any) *Damage light.*

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 *not required.*

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

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

Do the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? *✓*

If this was not done, state for what reasons *✓*

And what parts of the Boilers could not be thus thoroughly examined? *✓*

Also 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 Boiler? *✓* To what pressure were they afterwards adjusted under steam? *✓*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *✓* 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? *✓* Is it fitted with continuous liner? *✓* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *✓*

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *✓*

State date of examination of Screw Shaft *✓* State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *✓*

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? *✓*

Has the Surveyor examined 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? *✓*

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

*At the request of Owners Superintendent examined the After Starboard generator auxiliary engine No. 3 for damage stated to have been caused by the fracture of both outboard bottom and bolt at 3.30pm. of 8.12.42. For full particulars please refer to vessels log books forward as follows:- No 4 outboard bottom and bolt fractured. Bottom and bearing metal cracked. Cylinder liner fractured in about bearing studs in over bent and broken. Inlet and exhaust valves broken. Rocker shaft and cam shaft pedestals fractured. Jacket water cooling valve fractured.*

*How done:- Crank shaft gauged, tested for alignment & examined & found in order. Main bearings examined. New bearing and bolt fitted to No 4 bottom end. Connecting rod tested in place. Engine on fire, bearings and pistons examined. New liner and cover fitted. Removed cover.*

General Observations, Opinion, and Recommendation: *The machinery of this vessel as now*

(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, R.S. 9, 11, R.M.S. 9, 11, S.L.M.C. 9, 11, or R.L.M.C. 140 lb., F.D., &c.)

*can be in my opinion eligible to remain as now classed without further record of survey.*

Survey Fee (per Section 20) *Damage* £ *55:0* Fees applied for *18th Dec 1942*

Special Damage or Repair Fee (if any) (per Section 20.) £ *:* Received by me, *19.*

Travelling expenses (if chargeable) £ *:*

Submitted Minute *FRI. 11/12/1943*

Assigned *As now*

*2 Miteiff*

Engine Surveyor to Lloyd's Register of Shipping.

Foundation

W112-0108



U.S. Pacific Iron (Co)

con  
tested to 50 lbs water pressure, new studs fitted. Inlet and exhaust valves renewed  
Rocker arm shaft pedestals efficiently repaired and shaft tested. New packed  
regulating valve fitted.  
The whole unit satisfactorily tested upon completion of repairs under a  
load of 500 ampr.

Phuener

Damage due to broken bottom end  
Pact. - Cyl. Standard Aquamotive Engine  
repaired.

In Mine after start for dynamometer

No 3 due to up. Broken 10. 6. 12.

It is concluded that the  
fracture has occurred in the  
thrust part but the damage  
is not serious. The  
new shaft is being  
designed as  
fractured were  
broken or were  
cracked.



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