

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

26 MAY 1943

Date of writing Report April 12 1943 When handed in at Local Office April 13 1943 Port of New York
 No. in Reg. Book Survey held at New York Date, First Survey March 10 1943 Last Survey March 27 1943
 on the Machinery of the Wood, Iron or Steel M.V. Pacific Grove (No. of Visits 3)
 Year. Month. _____
 Tonnage {Gross 7117 Vessel built at Kiel By whom Deutsche Werke, Kiel A.G. When 1928-4
 Net 4290 Engines made at _____ By whom _____ When 1928-4
 Nominal Horse Power 1014 Boilers, when made (Main) _____ (Donkey) 1928
 No. of Main Boilers _____ Owners' Furness Withy and Co. Ltd. Owners' Address _____
 No. of Donkey Boilers _____ Managers _____ Port London Voyage _____
 Steam Pressure in Main Boilers _____ If Surveyed Afloat or in Dry Dock Piers, North River Particulars of Classification (which must be inserted
 in Donkey Boilers 100 (State name of Dock.) New York precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Part L.M.C. b.d.

(Periodical Surveys, when held, must be reported in detail and verbatim 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? _____

Did 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 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 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? _____

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? _____

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

Now done for L.M.C.-C.S. :-
Port main motor no. 4, head, valves, liner, rod and piston. No 2 and 6
Port main motor crossheads and brasses. Starboard main motor
crossheads and brasses. Inboard Auxiliary Compressor and motor,
Inboard main circulating pumps. Forward bilge pump and
motor in their entirety examined, found or now placed in order.
Starboard Fuel oil settling tanks with its valves and mountings
examined and found in order.
Wear and tear repairs :- Port main motor no 6 crosshead brasses re-metalled,
forward end no 3 starboard re-metalled, and refilled in order.

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, B.S. 9,11, B.G.M.S. 9,11, & L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel is in good condition and eligible in my opinion to be continued as classed with fresh record of L.M.C. b.d. when survey has been completed.

Survey Fee (per Section 29) £ 45^{2/100} Fees applied for
 Special Damage or Repair Fee (if any) £ : : Apr. 31 1943
 (per Section 29.)
 Travelling expenses (if chargeable) £ 3^{2/100} Received by me, _____
 19 _____

Committee's Minute _____
Assigned As now

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 Lloyd's Register
 Foundation
 J. A. Inoove
 Engineer Surveyor to Lloyd's Register of Shipping.

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

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

