

## Report of Survey for Repairs, &amp;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 Survey held at New York Date, First Survey March 10 Last Survey March 27 1943  
 Reg. Book 80087 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 3 Managers " Port London Voyage "  
 Steam Pressure in Main Boilers 15 If Surveyed Afloat or in Dry Dock Pier 15, 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.h.

(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?

" " Donkey " " "

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.

How done for LMC-C.S. :-Port main motor No. 4, Head, valves, liner, rod and piston. No 2 and 6Port main motor crossheads and brasses. Starboard main motorcrossheads and brasses. Inboard Auxiliary Compressor and motor,Inboard main circulating pump, Forward bilge pump andmotor in their entirety examined, found or now placed in order.Starboard Fuel oil settling tanks with its valves and mountingsexamined 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 \*LMC 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.h. when survey has been completed.

Survey Fee (per Section 29)

£ 45 <sup>23</sup>/<sub>100</sub>

Special Damage or Repair Fee (if any)

£ :

(per Section 29.)

Travelling expenses (if chargeable)

£ 3 <sup>88</sup>/<sub>100</sub>

Committee's Minute

Assigned As now

NEW YORK APR 29 1943

Fees applied for

Apr. 30 1943

Received by me,

19

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



Advanced.  
L.P. No 3 Jan 4.40

Thurs  
2.6.43



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Foundation