

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

(Received at London Office)

4 JUN 1930

Date of writing Report 2-6-1930 When handed in at Local Office 2-6-1930 Port of Glasgow

No. in Reg. Book. Survey held at Glasgow Date, First Survey 13-1-30 Last Survey 20-5-1930

50630 on the Machinery of the Wood, Iron or Steel M.V. "PACIFIC GROVE" (No. of Vessel 20)

Tonnage { Gross 7114 Vessel built at Kiel By whom Deutsche Werke Ltd. When 1928-4  
Net 4316 Engines made at Do By whom Do When 1928

Nominal Horse Power 1014 Boilers, when made (Main) None (Donkey) 1928

No. of Main Boilers Owners Guinness, Withy &amp; Co. Ltd. Owners' Address As recorded

No. of Donkey Boilers 1 Managers Port London Voyage Pacific Port

Steam Pressure in Main Boilers 17 Surveilled Afloat or in Dry Dock Govan Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

in Donkey Boilers 100% Last Report No. Port DOCKING DAMAGE

Particulars of Examination and Repairs (if any) COMP. L.M.C.M. 1-100A1

(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 summarized 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? Yes, not required.

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Do. Donkey. No.

If this was not done, state for what reasons? D.B.S. not due

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?

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 Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? No

Has shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft PORT 1/8" STAR 1/8"

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

+ L.M.C.M. - NOW DONE The cylinders, bores, Valves, Pistons, Liners, Top and

bottom ends, Connecting rods, Guides, shoes &amp; guides, Crankshafts, Main

bearings, Thrust and tunnel shafting of the Port and Star Main

Engines, all opened out and examined.

REPAIRS:- Several main bearings (top halves) and top end bearings

reinstated, of both engines, all other working parts adjusted.

Port Main Engine, compressor opened out and examined, including, Pistons

Liners, Rods &amp; Valves, all piston rings renewed. The H.P. cylinders

of the Port and Star Main Engine compressors bored out and steel

liners fitted and tested by Hydraulic pressure to 1000 lbs/sq

Star Main Engine compressor New cylinders and casing, fitted

crankshaft tubes for alignment. This casing has three plugs P.10

General Observations, Opinion, and Recommendation:- The machinery of this vessel

(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, &amp;c.; thus, for example, B.S. 9, 11, B.A.M.S. 9, 11, or L.M.C. 9, 11, 140 lb. P.D., &amp;c.)

is now as far as seen, in an efficient condition, and is eligible in my opinion

to remain as classed, and to have fresh record in the Register Book of

+ L.M.C.M. - 5-30. Subject to the starting air heater for No. 3 Star engine not being

used, and the Star Main Engine compressor being examined on Vessel's return

to UK, all other items mentioned in S.R.L.

Survey Fee (per Section 28) L.M.C.M. £ 7 : 10 : 0 Fees applied for 3 6 19 30

Special Damage or Repair Fee (if any) £ 10 : 10 : 0 Received by me 24 6 19 30

Travelling expenses (if chargeable) £ : : J.B. Ingle

Committee's Minute GLASGOW 3 JUN 1930 Engineer Surveyor to Lloyd's Register

Assigned + L.M.C.M. Lloyd's Register

5.30 subject to Note limit. Foundation

W112-0116



N.B.—If this Report is copied by copying press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Thence (m) due 4.30 Now held

It is submitted that  
this vessel is eligible for  
RECORD 4 LMC (m) 5.30

It is submitted that  
this vessel is eligible to  
remain in CLASSED, subject to

Starting in heave for No 3  
Star Engine not being used,  
the Star. M.C. Compressor  
being used in C.L. on  
return before and of  
10.30

4/11/30  
5.6.30

J. C. Ingle

fitted to blow holes on the P. cylinder casing and the lower  
end of the feet welded. it is recommended that these be  
examined on the Vessel's return to U.K. in 4 months time

Nos. 2 & 3 Generators: Examined cylinders, bovers, Pistons, Valves,  
Sines, Top and bottom ends, connecting rods, crankshafts  
Main bearings, several minor repairs effected.

All the Air reservoirs opened out and examined  
and found in good condition.

Daily service oil tanks examined externally

Pumps: Bilge Ballast, General service and Lubricating  
oil pump, opened out and examined. Minor repairs  
effected.

NO 1 DAMAGE NOW DONE as recommended in Glasgow report  
No 49649. No 1 Auxiliary generator renewed, made by  
Messrs Fiat British Auxiliaries for full particulars  
see enclosed report. <sup>(36.50142)</sup> generator fitted in place, & tested  
under working conditions.

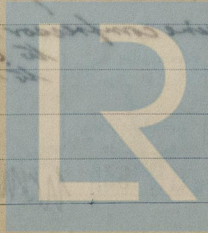
NO 2 DAMAGE NOW DONE as recommended in Liverpool report  
No 96472. Star Main engine, new compressor casing fitted,  
complete with pistons & rods and tested under working  
conditions. New intercoolers fitted.

NO 3 DAMAGE: NOW DONE as recommended in Vancouver report  
No 2626. Vessel in Dry Dock Port and Star propellers  
removed, Blades dressed. Tailshafts tested for  
alignment in place and found true and propellers  
replaced.

Outside fastenings of sea cocks & Valves aft end of  
stem tube examined & found in good condition.

Refrigerating sea inlet valve opened out and  
examined.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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