

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

(Received at London Office)

2-SEP 1942

LIVERPOOL

Date of writing Report 28.8.42 19... When handed in at Local Office... 19... Port of LIVERPOOL

Book No. 092 Survey held at Liverpool Date, First Survey 9/7/42 Last Survey 30/7/1942  
(No. of Visits 4)  
on the Machinery of the Wood, Iron or Steel TSS PACIFIC STAR

Age } Gross 7951 Vessel built at Glasgow By whom Barday Curle & Co When 1920-2  
Net 4954 Engines made at do By whom do When 1920  
Principal Power 1122 Boilers, when made (Main) 1920 (Donkey)   
of Main Boilers 2D+2S Owners Blue Star Line Ltd Owners' Address (if not already recorded in Appendix to Register Book.)  
of Donkey Boilers  Managers do Port do Voyage  
Main Pressure 200  Surveyed Afloat  in Dry Dock Langton + Alexandra  
Main Boilers 200 (state name of Dock.)  
Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
CHARACTER.  for Special Survey  
Date of last Survey and of Periodical Surveys.  
Machinery and Boiler Surveys (including date of N.B., if any).  
Year assumed now expired.

<u>+100 A1 10-41</u>	<u>+ LMC 10-41</u>
<u>Shel. Dh with jbd</u>	<u>TSCL 9-40</u>
<u>SS Jul 7:3-9-32</u>	<u>+ Lloyd's RMB</u>
<u>SS Nov 7:2-41</u>	<u>5-42</u>

Particulars of Examination and Repairs (if any) Docking, Repairs  
Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details 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.

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.

Has 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? No

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

Why was this not done, state for what reasons? Not done

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?

What is the latest date of internal examination of each boiler? Present condition of funnel Good

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? No 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? No

Has the shaft now been changed? No 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? PS/16 57/64

State the 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?

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. Complete.

Vessel in drydock: the propellers and outside fastenings examined. Minor repairs carried out in accordance with licence N: 7831. Pat LP ahead guide shoe reinstalled. Main engine holding down bolts hardened up. The port double-ended main boiler retubed as found necessary.

General Observations, Opinion, and Recommendation:— The Machinery of this Vessel is eligible in our opinion to remain as classed without fresh record.  
(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.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)  
Survey Fee (per Section 20) £ : : Fees applied for 19...  
Special Damage or Repair Fee (if any) (per Section 20.) £  : : Received by me, 19...  
Travelling expenses (if chargeable) £ : :  
Committee's Minute LIVERPOOL 1 SEP 1942  
Assigned As now.  
Signature: C. Reed & H. Taylor  
Engineer Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation  
W208-0053

