

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

(Received at London Office NOV 1939)

Date of writing Report 10th Nov. 1939 When handed in at Local Office 13/11/1939 Port of Manchester

No. in Survey held at Manchester Date, First Survey 31/10/39 Last Survey 8/11/1939 (No. of Visits 6)

1206 on the Machinery of the Wood, Iron or Steel M.V. "PACIFIC RELIANCE"

Gross 6917 Vessel built at Glasgow By whom Blythwood S.B. Co. Ltd. When 1927-9.

Net 4093 Engines made at Greenock By whom J.G. Kincaid & Co. Ltd. When 1927.

Nominal Horse Power 946 Boilers when made (Main) (Donkey) 1927.

No. of Main Boilers 1 Owners Norfolk & M. American S. Shipping Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers James Withy & Co. Ltd. Port London Voyage

Team Pressure in Main Boilers 1 If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)

in Donkey Boilers 100 lb

Last Report No. Port

Particulars of Examination and Repairs (if any) C.S. + D.B.S.

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 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 this was not done, state for what reasons? The shell must be lifted for access.

And what parts of the Boilers could not be thus thoroughly examined? Shell internally, and tube plate externally.

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 examination of boiler 7/11/39.

Present condition of funnel Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? Yes.

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

, and of the Donkey Boiler?

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 the Survey is not complete, state what arrangements have been made for its completion and what remains to be done D.B.S. complete. To complete

the C.S. see form TE.

Now Done:- For D.B.S. The donkey boiler opened up as far as possible without lifting the shell and examined; all the mountings opened up and examined; the boiler tested under hydraulic pressure to 125 lb per sq. inch with satisfactory results; the safety valves adjusted under steam to 100 lb per sq. inch.

For C.S. Port Main Engine:- Opened up and examined Nos 3 and 8 cylinders, liners, covers, pistons, piston rods, crossheads and top end bearings.

Starboard Main Engine:- Opened up and examined Nos 5 and 8 cylinders, liners, covers, pistons, piston rods, crossheads and top end bearings; air compressor completely except crank shaft journal and main bearing.

Forward Auxiliary Generator Engine with its compressor parts completely opened up and examined. For lub. oil pump (for M.E.) completely opened & examined.

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, &c.; thus, for example, B.S. 9,11, B&M.S. 9,11, & L.M.C. 9,11, or S.L.M.C. 150 lb., F.D., &c.)

is eligible, in my opinion, to remain as classed in the Register Book, and to have fresh record + LMC (CS with date) when the survey has been completed and notation D.B.S. 11,39 now.

Survey Fee (per Section 29) DBS £ 2 : - : - Fees applied for 13/11/1939

Special Damage or Repair Fee (if any) (per Section 29.) £ : : : Received by me,

Travelling expenses (if chargeable) £ : : : 19

Committee's Minute

Assigned

TUE. 28 NOV 1939

Deferred

DBS 11,39

L. J. Matheson © 2019
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register of Shipping

CONTINUED

W284-0009(112)

M.V. "PACIFIC RELIANCE"

REPAIRS FOR C.S.:-

Port Main Engine N^o 3 piston renewed on account of being
found cracked circumferentially in way of piston ring groove.
Forward Auxiliary Generator Engine N^o 1 top end
brass renewed on account of wear.

