

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

Date of writing Report Feb 17 41 When handed in at Local Office Feb 17 41 (Received at London Office MAR 22 1941) Port of New York

Survey held at Notoken N.J. Date, First Survey 23<sup>rd</sup> Dec Last Survey 26 Dec 1940  
(No. of Visits 2)

993. on the Machinery of the Wood, Iron or Steel S/S PACIFIC  
Gross 6034 Vessel built at San Francisco By whom Muir Iron Works Co Year. Month. 1915 11  
Net 4380 Engines made at Schenectady NY. By whom General Electric Co. When 1915

Principal Power 498. Boilers, when made (Main) 1915. (Donkey)  
of Main Boilers 3 Owners JOHN I. JACOBS & CO., Ltd. Owners' Address LONDON.  
Managers \_\_\_\_\_ (if not already recorded in Appendix to Register Book.)  
Port London Voyage \_\_\_\_\_

If Surveyed Afloat or in Dry Dock at Bethlehem Steel Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Donkey Boilers 210  
Donkey Boilers \_\_\_\_\_

Particulars of Examination and Repairs (if any) Tracking .CL.

Medical 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 names 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

Is 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?

When this was not done, state for what reasons? Boilers not submitted at the time.

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(s) 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? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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?

What is the date of examination of Screw Shaft? 26<sup>th</sup> Dec 1940 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

Are engine parts, when referred to by numbers, should be counted from forward.  Is electric light and/or power fitted? Yes

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?

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

Work done The vessel placed on dry dock, propeller, stern bush & its fastenings sea cocks & valves & their fastenings examined, now good. The Tail Shaft drawn for examination, found in good order & refitted. Minor repairs effected.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is eligible, in my opinion, to remain as classed with full record of Tail Shaft screw (C.L.) 12, 40.

Survey Fee (per Section 29) \$20.00 Fees applied for 3-1-41  
Special Damage or Repair Fee (if any) \_\_\_\_\_ Received by me, 9-1-41  
Travelling expenses (if chargeable) Late fee \$10.00

Committee's Minute \_\_\_\_\_ NEW YORK FEB 18 1941  
Assigned AS UNO  
T. S. 1240.



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

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

W67-0156

