

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

of writing Report 19-11-1940 When handed in at Local Office 19-11-1940 Port of Leith
Survey held at Leith Date, First Survey 30-7-40 Last Survey 13-11-1940
on the Machinery of the ~~Wood, Iron or Steel~~ **"PACIFIC PRESIDENT."** (No. of Visits 15.)

Gross 7113 Vessel built at Kiel By whom Deutsche Werke Kiel D.G. Year. Month.
Net 4288 Engines made at Do. When 1928-3
1014 Boilers, when made (Main) By whom Do. When 1928
Main Boilers Owners Furness, Withy & Co. Ltd. (Donkey) 1928
Donkey Boilers 2 Managers Owners' Address
Pressure— (if not already recorded in Appendix to Register Book.)
in Boilers Port London Voyage
Donkey Boilers 100 lbs. ~~Surveyed Afloat~~ in Dry Dock Imperial.

Report No. Port Damage, Part C.S. & Completion A.B.S.
Particulars of Examination and Repairs (if any) Completion A.B.S.
Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.
In cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined. Yes. Not required.
Has a damage report made by anyone else? If so, by whom? Yes. Underwriter Surveyors.
Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

UPPER (WASTE HEAT) Donkey
Was not done, state for what reasons? Lower (oil-fired) donkey boiler already examined. See Liverpool Rpt. No. 114135.
At parts of the Boilers could not be thus thoroughly examined?

At 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?
Test date of internal examination of each boiler UPPER (WASTE HEAT) 13-8-40
Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
Surveyor examine the Safety Valves of Donkey Boiler? UPPER & LOWER To what pressure were they afterwards adjusted under steam? 100 lbs/sq. in.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? UPPER and of the Donkey Boilers? Yes.
Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?
Surveyor examine all the mountings of the Main Boilers? UPPER and of the Donkey Boilers? Yes.

How shafts 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? No.
If now been changed? No. If so, state reasons.
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?

Examination of Screw Shafts. 9-8-40 State the distance between lignum vitae of stern bush and top of after bearing of screw shaft. Good fit.
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes.
Has the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.
Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. It was stated the C.S. will be needed as opportunity occurs.
Account of damage. Stated caused by (1) bombs being dropped in the vicinity of the vessel whilst voyage from London to Methil on the 13th July, 1940. (2) Vessel grounding on Freshwater Island on 17th July, 1940.
Done for damage: Vessel placed in dry dock, the propellers, stern bushes, sea connections and outside fastenings examined. Both screw shafts drawn in, examined and found in a good condition. Ballast pump and both motor driven bilge pumps opened out and examined. Electrical equipment examined & Megger tested. The pumping arrangements examined. Port & starboard main engine crankshaft journals, thrust shafts & intermediate shafting taken out and placed in order. (See continuation).

General Observations, Opinion, and Recommendation:—The machinery of this vessel is now so far as 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. 0, 11, E.S.M.S. 0, 11, L.M.C. 0, 11, or L.M.C. 140 lb., F.D., &c.)
In a safe working condition and eligible, in my opinion, to remain as classified with records of A.B.S. 4-40 and T.S.C.L. examined 8-40; L.M.C. (C.S.) with date on completion without restriction regarding 2 oil fuel distribution manifolds and various elec. starters.

Damage or Repair Fee (if any) £ 10 : 10 : 0
Fees applied for 19-11-1940
REPAIRS TESTS. £ 7 : 0 : 0 Received by me, 19
Expenses (if chargeable)

Committee's Minute
FRI 6 DEC 1940
+ Lmb C.S. 11.40
28.7.40
J. H. Campbell
Engineer Surveyor to Lloyd's Register of Shipping.

Twin Sc. "PACIFIC PRESIDENT."

Damage repairs now done:- N°1. Two cast iron fuel oil distribution manifolds now renewed as recommended in Leith Rpt. N°20139.

Two electric starters for main water circulating pumps, starter for ballast pump have been renewed as recommended in Lth. Rpt. N°20139, the starter for oil purifier machine has been partly renewed & placed in order.

All electrical equipment Megger tested, minor repairs effected and placed in order.

Damage repairs now done:- N°2.

Sea connections cleaned and overhauled.

Valves for pumping arrangements ground in & overhauled.

Stern bushel renewed.

Ballast pump, ridges removed from chambers & new rings fitted.

Bilge pumps, ridges removed from chambers & new rings fitted, top ends brasses renewed.

Both main engines, the holding down bolts & chocks overhauled, renewed as necessary and shafting lined up.

The following main engine main bearings have been retalled:-

Port N°2 bottom half.

Starboard N°1, 3, 4, 5 & 6 bottom halves & N°2 top & bottom.

Now done for completion B.S. The upper (waste heat) boiler examined throughout with mountings and found in order. The upper & lower donkey boilers afterwards examined under steam and safety valves adjusted to suit working pressure. The oil burning installation examined under working conditions.

Now done for C.S. Vessel placed in dry dock, the propeller, stern bushel, sea connections and outside fastenings examined. Ballast, bilge pumps & pumping arrangements opened out & examined & placed in good order. The electrical equipment examined, Megger tested and minor repairs effected. It was afterwards examined under working conditions and found satisfactory.

Windlass and steering gear examined.

Both main engine crankshaft journals with bearings, thrust & intermediate shafting examined and placed in good order. The shafting has been lined up and a number of the holding down bolts & chocks have been renewed.

The main engines were afterwards examined under working conditions and found satisfactory.

The main engine air compressors have been removed from the vessel, engines solid injection.

J.H.

M.V. PACIFIC PRESIDENT.

Port Aft. Auxiliary Engine completely opened up and examined except the blast and starting air bottles.

H.P. Air cooler for inboard starting air compressor opened up, examined and tested under hydraulic pressure.

All sea cocks and valves opened up and examined.

REPAIRS.

Stnd Propeller removed and blades faired.

N^o 8 Port Main Engine main bearing re-metalled.

Main Engine Port N^o 5 and Stnd N^o 2 piston bolts re-newed.

[Signature]