

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

(Received at London Office 23 SEP 1939)

Date of writing Report 27-9-1939 When handed in at Local Office 27-9-1939 Port of SWANSEA

No. in Survey held at SWANSEA Date, First Survey 23-9-1939 Last Survey 23-9-1939
(No. of Visits One)

Reg. Book. 1196 on the Machinery of the Wood, Iron or Steel M.V. "PACIFIC COAST" Year. Month. 1935-5

Gross 1210 Vessel built at ARDROSSAN By whom ARDROSSAN DOCKYARD LD. When 1935-5
Net 664 Engines made at GLASGOW. By whom BRITISH AUXILIARIES LD When 1935
(Donkey) ☒

Nominal Horse Power 312 Boilers, when made (Main) ☒ Owners' Address COAST LINES LD. (if not already recorded in Appendix to Register Book.)
No. of Main Boilers ✓ Owners COAST LINES LD. Port LIVERPOOL. Voyage ✓
No. of Donkey Boilers ✓ Managers ✓
Steam Pressure in Main Boilers ✓ Surveyed Afloat or in Dry Dock PALMER'S D.D. (State name of Dock.)
in Donkey Boilers ✓

Last Report No. Port Docking

Particulars of Examination and Repairs (if any) Docking

(Periodical Surveys, when held, must be reported in detail and serially 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? ☒

" " Donkey " " " " ☒

If this was not done, state for what reasons? ☒

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? ☒

State latest date of internal examination 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 Boilers? ☒

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

Has 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? ☒ YES.

Has shaft now been changed? ☒ If so, state reasons ☒ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

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 main or bearing metal of stern bush and top of after bearing of screw shaft O.G. NOT REMOVED.
Is electric light and/or power fitted? ☒

Engine parts, when referred to by numbers, should be counted from forward.

If so, 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.

How done

Vessel placed in drydock, propeller, aft side of stern tube, outside fastenings, sea valves opened out and examined

Note: The Owners request that the above items be noted towards L.M.C.

General Observations, Opinion, and Recommendation:— This vessel's machinery

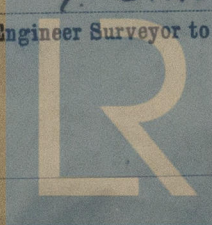
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

so far as now seen is in safe working condition and eligible in my opinion to remain as classified without fresh record

Survey Fee (per Section 29) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) £ : : Received by me, 19
(per Section 29.)
Travelling expenses (if chargeable) £ : : 19

Committee's Minute Deferred
Assigned Deferred

T.O. Morris
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W350-0028

It is submitted that
this vessel is eligible to
rank as CLASSED.

X It is concluded that all
the connections
were examined but
the requires confirmation
The hunter might be
reminded that he is
required to use the
terms of the title
in reports.

DA
4/10/39



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