

REC'D NEW YORK OCT 23 1959

Rpt. 9

Date of writing report October 8/59

Received London

Port TRINIDAD, W.I.

No. 1626

Survey held at Pointe-a-Pierre

No. of visits One

First date and

Last date October 3/59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 27131 Name M.V. REGENT PANTHER

Gross tons 9565

Date of build 5 - 1937

Owners Bowring S.S. Co., Ltd.

Managers C.T. Bowring & Co., Ltd.

Port of Registry London

Engines made Glasgow By J.G. Kincaid & Co., Ltd.

Type 4 SA B. & W. diesel 10 Cy. 740 x 1500

No. of Main Engines One No. of Screws One

Records of Survey & Special Notations as per Register Book

No. of Main Boilers W.P.

No. of Aux./Donkey Boilers 2 db W.P. 180 lbs

Surveyed Afloat or in Dry Dock Afloat

Nature of Survey Repairs

Was Damage Report issued? No Int. Cert.? Yes

Last Report (For Head Office only) No

Hull	Machinery
+ 100A1	+ LMC
D 10/58	CS 6/55
SS Nwc (Dr) 6/55	d 8/58
	CL 8/56
	SpS 10/58
Carrying petroleum in bulk	

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods, Top Ends & Guides { Side Centre

4 Crankpins & Bearings { Side Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now seen, is eligible to remain as now Classed without fresh record of survey, subject to the outstanding conditions previously recommended

Date of Committee

TUESDAY - 8 DEC 1959

Decision

Noted - See Cte minute dated 13.11.59



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NO

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent

32 Essential Independent Pumps (*Identify by position*)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (*state service*)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (*Not forming part of hull structure*)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (*Identify by position*)

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PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	PORT	STARBOARD
a Generators	AUXILIARY EQUIPMENT	
b Exciters	l Generators & Governors
c Air Coolers	m Motors
d Motors	n Switchboards & Fittings
e Air Coolers	o Circuit Breakers
f Control Gear, Cables, etc.	p Cables
g Insulation Resistance	q Insulation Resistance
h Insulating Oil Test	r Steering Gear Generators and Motors
i Overspeed Governors	s Navigation Light Indicators
j Magnetic Couplings		
k Air Gap		

BOILERS OPENED UP & EXAMINED (*Identify by position and state latest date of internal examination of each boiler*)

MAIN AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (*State material*)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (*Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class*)

WEAR AND TEAR REPAIRS.

It was stated that breakage of piston rings was experienced in the driving engine of the independent sea water circulating pump and several replacements had been made without success, during the voyage from the United Kingdom to Trinidad.

Upon examination of the single cylinder steam driving engine, of the independent sea water circulating pump, it was found that the cylinder was badly worn, the steam ports distorted, the piston rings broken and the piston hammered. At this time the cylinder was bored out and the steam ports dressed. A spare piston was suitably modified to carry a solid "T" section ring which was made of cast iron. The ring was given 0.004" float between the piston halves and 0.004" clearance in the cylinder, three water grooves were cut on its periphery. Upon assembly the engine ran satisfactorily.

CONDITION OF CLASS (See Trinidad report 1616)

It was stated by the Master that the bolts in the rudder palm coupling were examined whilst the vessel was at a U.K. Port, approx mid-September, and found to be satisfactory. Due to the vessel's trim at this port these bolts were not exposed for further examination.

LEAVE THIS SPACE BLANK

Survey fees ... \$85.00 W.I.

Damage fee

Expenses... .. \$15.00 W.I.

Date when A/c rendered... October 8/59

