

Rpt. 9

Date of writing report October 8/59

Survey held at Pointe-a-Pierre

Received London

No. of visits One

Port TRINIDAD, W.I.

First date and

No. 1626

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? Yes Int. Cert.? Yes

Last Report (For Head Office only)

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

Decision

TUESDAY - 8 DEC 1959

Noted - See Cte minute dated 13.11.59

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)

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

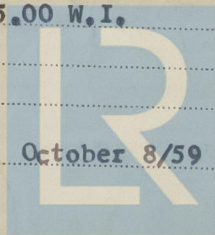
Survey fees ... \$85.00 W.I.

Damage fee ...

Expenses... \$15.00 W.I.

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

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