

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

Received at London Office

31 OCT 1947

Date of writing Report 10/9/47 When handed in at Local Office 10/9/47 Port of SYDNEY. N.S.W.
 No. in Reg. Book Survey held at SYDNEY. N.S.W. Date: First Survey 2/10/46 Last Survey 9/9/47 19
 (No. of Visits 16)

on the Machinery of the Wood, Iron or Steel T.S.M.S. "PANT"

Tonnage { Gross 210 Vessel built at Melbourne Vic. By whom Johnson's Tyne Foundry When 1945 Month.
 Net 113 Engines made at Melbourne By whom Chas. Ruwolt Pty. Ltd. When 1945
 Nominal Horse Power } 748 Boilers, when made (Main) --- (Donkey) ---
 No. of Main Boilers --- Owners' Anglo Saxon Petroleum Co. Ltd. Owners' Address ---
 No. of Donkey Boilers --- (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers --- Port Sydney N.S.W. Voyage Singapore
 in Donkey Boilers --- If Surveyed Afloat or in Dry Dock Goodwins Slipway and Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. --- Port ---
 Particulars of Examination and Repairs (if any) L.M.C. FOR CLASS CONTEMPLATED.

(Periodical Surveys, when held, must be reported in detail and serialim 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 thus be 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 --- 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 screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? --- 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? ---

State date of examination of Screw Shaft 12/12/46 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ---

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

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

The vessel placed on slipway both tail shafts drawn and examined with propellers and stern bushes. All sea connections and discharge valves opened up and examined with fastenings.

MAIN ENGINES (Ruston & Hornsby 6 V.C.B.M. built under Australian Army inspection. See 1st Entry report herewith)

Both main engines opened up and all parts examined, including cylinders, covers, valves and valve gear, pistons, rods, crank thrust and intermediate reversing gear, air compressors, cylinders, pistons, rods, crankshafts, bearings and valves.

The lubricating oil, circulating, water and bilge pumps incorporated in main engines examined with their operating gear and oil coolers.

AUXILIARY ENGINES:- Southern Cross Diesel Engine driving dynamo for electric power to P.T.O.

General Observations, Opinion, and Recommendation:-

(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.)
 CS 3,34,

This vessel's machinery is in good and efficient condition and, in our opinion, is eligible to be classed with records of L.M.C. 9,47 and Tail Shafts seen 12,46 to be made in the Register Book

Survey Fee (per Section 29) £ £ 100 Fees applied for, 19
 Special Damage or Repair Fee (if any) (per Section 29.) £ --- Received by me, ---
 Travelling expenses (if chargeable) £ --- 19

Committee's Minute

Assigned

FRI. 5 DEC 1947

See fe machy rpt

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

005107-005117-0043

winches and windlass only.

Kelly & Lewis Diesel Engine driving auxiliary air compressor direct also auxiliary generator and general service pump through V belts.

See First Entry Reports on these engines, forwarded herewith.

All parts of these engines examined including water circulating and lubricating oil pumps with their driving gear incorporated therein.

Auxiliary air compressor and general service pump (gear displacement pump) opened up and all parts examined including clutch between engine and compressor.

STARTING AIR RECEIVERS.

Four welded steel receivers made and tested under Australian Army inspection (See First Entry report on Machinery)

The receivers opened up and examined internally and externally with mountings.

PUMPING ARRANGEMENT. All valves, pipes and strainers examined and the arrangements tested.

OIL FUEL ARRANGEMENT. All valves, deck control gear, pipes, filters, daily supply tank and fittings and the oil fuel transfer pump examined.

The pumping arrangement tested.

ELECTRICAL INSTALLATION. The generators, fittings and fuses on switchboards and distribution boards, motors and all wiring and fittings examined. The generators, motors and all circuits megger tested.

TRIALS carried out and the main engines, all auxiliary machinery and electrical installation found in good working order.

ALTERATIONS NOW EFFECTED.

PUMPING ARRANGEMENT. No direct engine room bilge suctions were fitted, as built. Two 2" direct suctions have now been fitted in accordance with the Rules, one from starboard main engine bilge pump and one from general service pump.

The bilge pumping arrangement has been altered as per plan forwarded with first entry report on sister vessel "BUCKIE" (Syd. Rpt. 20830)

OIL FUEL ARRANGEMENT. Suction valves on side tanks in engine room fitted with extended spindles for control from deck.

Control on deck as well as at pump arranged for oil transfer pump.

Valves having screwed covers fitted with locking arrangements to prevent them screwing back.

Daily fuel supply tank having round gauge glass dispensed with and a new tank having float level indicating gear now fitted in place.

Double bottom tanks (which are intended for the carriage of fuel oil) fitted with pumping arrangement, air and sounding pipes in accordance with the Rules.

ELECTRICAL INSTALLATION. Fuses labelled as required by the Rules.

B. P. Ziecken



© 2020

Lloyd's Register
Foundation