Rpt. 9.

No. 7711.

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

(Received at London Office WED. JAN. -8. 1913)

Date of writing Report 6th January 1913 When handed in at Local Office 7. 1 1913 Port of MIDDLESBROUGH-ON-TEES

No. in Reg. Book. 35 S. Survey held at Middlesbrough Date, First Survey 1st January Last Survey 4th January 1913 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "PENANG MARU" Master

Tonnage { Gross / Net

Registered Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— in Main Boilers / in Donkey Boilers

Vessel built at Port Glasgow By whom Russell & Co When (YEAR. MONTH.) 1912

Engines made at Greenock By whom Rankin & Blackmore When

Boilers, when made (Main) (Donkey)

Owners Nippon Yusen Kabushiki Kaisha Port Tokio Voyage London

If Surveyed Afloat ~~or in Dry Dock~~ North Eastern Dock (State name of Dock.)

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

| CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys. | Years Assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|---|---|---|
| 100 A 1 | | |
| Class Continuation | | |

Particulars of Examination and Repairs (if any) Comps. L M C

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

Do. " 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?

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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

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

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete this survey, the compression nuts of Stard. Main Boiler require to be overhauled & the valves adjusted under steam, and two bottom manhole doors, McNeil type, to be fitted to Centre Main boiler and a new Dynamo Stop valve to be fitted to Centre Boiler. The Owners Representative stated that this would be done in London, when the vessel has proceeded. The Surveyors have been advised.

(As per Greenock Letter dated 30th December 1912)

Now Done. Stard. Main Boiler safety valves opened up and examined, the valves appeared to be in good order, but when valves were closed up, with steam on, it was found that the compression nuts jammed the spindles in certain positions & caused the valves to leak.

McNeil type manhole doors for Centre boiler on board but not fitted

Dynamo Stop valve on Centre boiler, examined & found slight fracture in casting

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, or ✠ L.M.C. 9,11, 140 lb., F.D., &c.)

The above forwarded for the information of the Committee

Survey Fee (per Section 28) £ : :

Special Damage or Repair Fee (if any) (per Section 28.) £ : :

Travelling Expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

John B. Robson

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. JAN. 14. 1913

Assigned See Minute on Lr. 1/1 W. 75278

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to

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006067-006079-0169

Vessel not yet classed.
Submitted the London
surveyors be advised.

(9)
8.1.13

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☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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