

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

(Received at London Office JAN 24 1941)

Date of writing Report 18/11/1940. When handed in at Local Office 25th Nov. 1940. Port of Kobe.

No. in Reg. Book 31289 Survey held at Innoshima. Date, First Survey 28/10/40 Last Survey 15/11/1940. (No. of Visits Four.)

on the Machinery of the ~~Kobe Iron~~ Steel T.S.S. "PANAMA MARU".

Gross Tonnage 5288 Net 3230 Vessel built at Nagasaki. By whom Mitsubishi Zosen K.K. When 1910 4mo.

Engines made at Nagasaki. By whom Mitsubishi Zosen K.K. When 1910. Boilers, when made (Main) 1910. (Donkey) --

Owners Kuribayasi Syosen Kab. Kaisya. Owners' Address (if not already recorded in Appendix to Register Book.) Port Tokyo. Voyage

Managers If Surveyed Afloat or in Dry Dock Both Innoshima Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port LMC

Particulars of Examination and Repairs (if any) LMC

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly 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.

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

as 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? Yes.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? --

If this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

Date latest date of internal examination of each boiler November, 1940. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 200 lbs.

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? Yes. 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? Yes. 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? --

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? --

Date of examination of Screw Shaft -- State the distance between lignum vitae of stern bush and top of after bearing of screw shaft P. 1 1/2" S. 1 1/2"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~not~~ fitted? Yes.

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.

WORK DONE:- Vessel placed in dry dock, P & S propellers, aft end of stern bushes, sea cocks and valves with their shell fastenings examined and found or now placed in good condition.

P & S Engines opened up for survey:-

All cylinders, pistons, valves and rods, crank, thrust and intermediate shafting, condensers, pumps, piping and pumping arrangements examined and found or now placed in good condition.

The 3 Main Boilers were examined over all parts with doors, mountings and safety valves and found or now placed in good condition. Safety valves adjusted under steam as stated above.

REPAIRS DUE TO WEAR AND TEAR:-

Port Engine:- M.P. crank pin brasses - remetalled.

M.P. piston rod skimmed up and new neck and gland bushes fitted. (P.T.O.).

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel

(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.)

is in good condition and eligible, in my opinion, to be continued as classed with fresh record of

L.M.C. 11, 40.

Survey Fee (per Section 29) Yen 240:00 Fees applied for 18/11/1940

Special Damage or Repair Fee (if any) (per Section 29) £ -- -- Received by me, (for T. Kunishi)

Travelling expenses (if chargeable) (See Hull Report) 19

Committee's Minute FRI. 7 FEB 1941

Assigned + dmb. 11.40

CERTIFICATE WRITTEN

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

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

008268-008278-0133

Report of Harvey for Repairs, etc., of Engines and Boilers

Rpt. 9a.

(2) (MACHINERY)

Port of Kobe.

Continuation of Report No. 11665 dated 18/11/40.

on the "PANAMA MARU"

WEAR AND TEAR REPAIRS:-

Starboard Main Engine:-

H.P. & L.P. crank pin brasses - re-metalled.

Port and Centre Boilers:-

Lower part of centre combustion chamber back plate of each boiler - cropped including 39 screw stays due to corrosion, new plate welded in and stays renewed.

Starboard Boiler:-

Starboard side, lower part of centre combustion chamber back plate - cropped including 7 screw stays of outer row due to corrosion, new plate welded in and stays-renewed.

Other repairs of a minor nature effected. *N.A.*

BS due 10.40 - hold. Machinery also examined. Slow combustion chamber back plate left renewed.

It is submitted that this vessel is eligible for THE RECORD. + LMC 11.40.

L.H. 4/11/40.