

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

(Received at London Office)

JAN 24 1941

Date of writing Report 18/11/40. When handed in at Local Office

25th Nov. 1940

Port of

Kobe.

No. in Reg. Book. Survey held at Innoshima.

Date, First Survey 28/10/40 Last Survey 15/11/1940.

(No. of Visits Four.)

31289 on the Machinery of the ~~Kobe Iron~~ Steel

T.S.S. "PANAMA MARU".

Gross 5288
Net 3230

Vessel built at Nagasaki.

By whom Mitsubishi Zosen K.K.

When 1910 4mo.

Nominal Horse Power 536 NHP

Engines made at Nagasaki.

By whom Mitsubishi Zosen K.K.

When 1910.

No. of Main Boilers 3 SB

Boilers, when made (Main) 1910.

(Donkey)

No. of Donkey Boilers --

Managers

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Tokyo.

Voyage

Steam Pressure 200 lbs.

If Surveyed Afloat or in Dry Dock

Both

Innoshima Dock.

In Donkey Boilers --

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

Last Report No.

Port

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 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.

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.

" " Donkey " " " "

this was not done, state for what reasons?

Did what parts of the Boilers could not be thus thoroughly examined?

So 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

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? --

Is 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? --

Is shaft now been changed? -- If so, state reasons.

Is 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 -- State the distance between lignum vitae ~~rod~~ of stern bush and top of after bearing of screw shaft

P: 1"
S: 1"

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

Is electric light ~~and~~ fitted? Yes.

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Complete.

NOW 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

XLMC 110 lb., F.D., &c.)

CS 3,31,

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.)

Travelling expenses (if chargeable) (See Hull Report)

Received by me, 19

Committee's Minute FRI. 7 FEB 1941

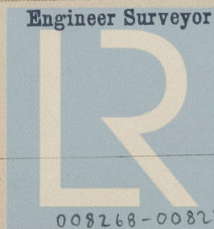
Assigned

+ Lmb. 11.40

CERTIFICATE WRITTEN

(for T. Kunishi)

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

008268-008278-0133

FS due 10.40 held. Machinery
also examined.
Two combustion chamber back
plates fast renewed.

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

L.H.
L.H.
L.H.

Rpt. 9a.

Port of Kobe.

(2) (MACHINERY)

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.



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