

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 4th March, 19 53. When handed in at Local Office 19 Port of KOBE

No in Reg. Book. Survey held at Kobe Date. First Survey 18th Feb., Last Survey 20th Feb 19 53.

95583 on the Machinery of the Woods Iron Works Steel S.S. "PATRICIA" (No. of Visits 2)

Tonnage { Gross 18000 Vessel built at Kobe By whom Kawasaki Dockyard Co., Ltd. When  
 Net 12600 Engines made at " By whom " When  
 Nominal } - Boilers, when made (Main) (Donkey)  
 Horse Power } - Owners Oriental Nav. Corp. Owners' Address  
 No. of Main Boilers - Managers Pnamanian WB Voyage  
 No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock  
 Steam Pressure - (State name of Dock.)  
 in Main Boilers -  
 in Donkey Boilers -

### 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)
100A1		
(Class contemplated)		

Last Report No.                      Port                     

### Particulars of Examination and Repairs (if any) Machinery Repairs

(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 through examination at this time?

                    "                    "                    Donkey                    "                    "                    "

If not, 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?

State latest date of internal examination of each boiler. Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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 the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush. Is electric light and/or power fitted? If so, 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?

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

At request of Chief Engineer, attended on board on account of defective main feed pump; damage stated to have been caused by impeller seizing following failure of steam turbine governor ~~failing~~ to operate.

Found outboard feed pump dismantled, with impeller broken and shaft scored.

Complete unit comprising turbine and pump taken ashore, and replacement unit, built under survey, installed. Pump tried under working conditions and found satisfactory.

Interim Certificate No. C-13576 issued, copy attached hereto.

### 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, BS 9.11, B&MS 9.11, \* LMC 9.11 to \* LMC 140 lb., FD, &c.)

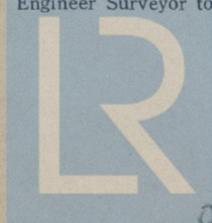
CS 3.34

The machinery of this vessel, so far as now seen, is eligible in my opinion to remain as now classed without fresh record of survey.

Survey Fee (per Section 23) £Y : Fees applied for 5. MAR 1952  
 Special ~~Survey~~ Repair Fee (if any) £10,000. LOCALLY  
 (per Section 23.) Received by me,                       
 Travelling expenses (if chargeable) £Y2,000. 19                     

Committee's Minute FRI. 12 JUN 53  
Assigned See minutes on Xbb. 1364

                      
Engineer Surveyor to Lloyd's Register of Shipping.



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