Rpt. 9. No. 1327

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

(Received at London Office 8 MAY 1953 8. MAY 1953)

Date of writing Report 7th May, 19 53. When handed in at Local Office ..... 19 ..... Port of KOBE

No in Reg. Book. Survey held at Kobe Date. First Survey 4th April, Last Survey 11th April 1953. (No. of Visits 4)

95583s on the Machinery of the ~~XXXXXXX~~ Steel S.S. "PATRICIA"

Tonnage { Gross 17735.85 / Net 13697

MN As Per Rule .....
No. of Main Boilers .....
HS " " " .....
No. of Donkey Boilers .....
Steam Pressure—
in Main Boilers .....
in Donkey Boilers .....

Vessel built at Kobe By whom Kawasaki Dockyard Co., Ltd. When (Year. Month.)
Engines made at " By whom " When
Boilers, when made (Main) (Donkey)
Owners Oriental Nav. Corp. Owners' Address (if not already recorded in Appendix to Register Book.)
Managers Port Panama Voyage
If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Kobe

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

HULL	MACHINERY
100A1 Class contemplated.	

Last Report No. ..... Port .....

Particulars of Examination and Repairs (if any) Boiler 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 thorough 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) Saturated 32.9kg/cm^2 Superheated 30.9 "

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.

Attended on board at request of Master on account of repairs to main boilers.
Chief Engineer stated that on voyage from San Francisco to Kobe, several superheater tubes failed due to overheating. At request of Owner, the Builders have now renewed all superheater tubes in both boilers except 4 bottom rows in each header which have been drawn and tube holes plugged. Tubes used are those intended for Yard No. 926 and Certificates are attached hereto. Baffles erected in tube nest to prevent further overheating of tubes. On completion of repairs superheaters tested by hydraulic pressure and found satisfactory. Boilers examined under steam and safety valves adjusted as stated above.
A number of machinery items opened out for routine examination by ship's staff and stated found in order. Machinery tried under working conditions and found satisfactory.

Interim Certificate No. C-14438 issued, copy attached hereto.
Copy of Mill Sheets (4) also attached hereto for your information.

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, etc.)

The Machinery of this vessel, so far as now seen is in good condition and eligible in our opinion to remain as now classed (class contemplated) without fresh record of survey.

Survey Fee (per Section 23) Repairs £30- 0- 0
Special Damage or Repair Fee (if any) (per Section 23.) £ : :
Travelling expenses (if chargeable) £ 3- 0- 0
Late fee 6- 0- 0

8. MAY 1953 Fees applied for, by NYR 21/5/53 19 LONDON Received by me, 19

R R Hodkin & G. Takeuchi
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 12 JUN 1953
Assigned See minute on Kob. 1364

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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