

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

(Received at London Office)

Date of writing Report 24 Oct, 1946. When handed in at Local Office 24 Oct, 1946 Port of Singapore.  
No. in Reg. Book. 3083 B Survey held at Singapore Date. 18 Oct, 1946  
80183 on the Machinery of the Steel T.S.S. "PANAMANIAN" (No. of Visits 6th)  
Tonnage { Gross 15903 Vessel built at Camden, S.P. By whom New York S.P. Co. Year. Month.  
Net 9990 Engines made at Camden, S.P. By whom New York S.P. Co. When 1904-1  
MN 1923 Boilers, when made (Main) 1904 (Donkey)  
42B } Owners Waller & Co. Owners' Address Panama Voyage Colonbo  
43B } Managers ✓ (If not already recorded in Appendix to Register Book.)  
No. of Main Boilers 43B If Surveyed Afloat in Dry Dock Yes Port Panama  
Steam Pressure in Main Boilers 215 lb. (State name of Dock.)  
in Donkey Boilers ✓

Last Report No. 1850 Port TreParticulars of Examination and Repairs (if any) Boiler London

(Periodical Surveys, when held, must be reported in detail and serially 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 this was not done, state for what reasons Boilers not prepared for survey.

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? ✓

State latest date of internal examination of each boiler ✓

Present condition of funnel(s) ✓

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 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? ✓

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? ✓

State date of examination of Screw Shaft ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

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

Is electric light and/or power fitted? Yes

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? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete. (Please refer also to my airmail letter dated 21<sup>st</sup> October, 1946.)

Starboard double ended boiler: The after tube plate in the port side combustion chamber of this boiler was found to be badly bulged between the lowest row of tubes and the furnace flange; the forward tube plate was also bulged but to a lesser extent. Three rivets in the furnace flange had obviously been removed and there was a screwed plug in the bulged plating which seemed to indicate that some action had been taken in connection with the defect at an earlier date. There were, however, no records on board the vessel and it was considered necessary that the defect be dealt with before the boiler was again put into service.

(Please see continuation sheet)

## 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, \*L.M.C. 9,11, or \*L.M.C. 140 lb., F.D., &c.)

CS 3,34.

The machinery of this vessel is eligible, in my opinion, to remain as now classed in the Register Book without fresh record of survey subject to the after tube plate in the port combustion chamber of the starboard double ended boiler being reinforced or otherwise dealt with before the boiler is used again and to all outstanding requirements being dealt with as previously recommended.

Survey Fee (per Section 29) \$80

Fees applied for

21/10/1946 J.H.Special Damage or Repair Fee (if any) 0

(per Section 29)

Received by me,

19

Travelling expenses (if chargeable) \$18Committee's Minute ✓

Assigned

WED. 15 JAN 1947

Deferred - await B.O. &amp; H.Kg. rpts

John H. Marshall

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 14 MAR 1947

Recd Lloyd's Register

and of sending

with the

14/3/47



Port of Singapore

Continuation of Report No. 7272 dated 24<sup>th</sup> October, 1946 on the

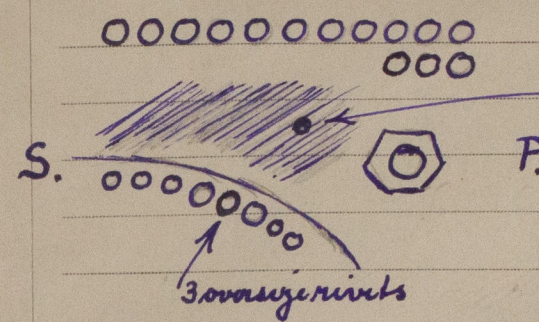
T.S.S. "PANAMANIAN"

The vessel had a part cargo of flour which was urgently required at Colombo and, in the circumstances, it was not considered expedient to undertake repairs at this port. It was finally proposed that the vessel should proceed to Colombo with the Starboard double-ended boiler out of action and this proposal met with, in my opinion, the favourable consideration of the Committee.

(The Colombo Surveyor has been advised.)

Special Reasons list P.O. 78:- Nothing was done at this time.

Rough view looking aft in port combustion chamber.



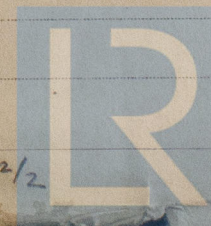
area affected by bulging - maximum depth is about  $\frac{5}{8}$ " and is to starboard side of screw plug.

*J. H. P.*

FRI. 13 FEB 1948

unimpd. To be broken up.  
Sp. v. l. h. g.

*W. H. P.*



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