

NEW YORK FEB 16 1922

Pama

No. 2276

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

of writing Report 10<sup>th</sup> Feb 1922 When handed in at Local Office 10<sup>th</sup> Feb 1922 Port of New Orleans

Survey held at New Orleans Date, First Survey 25<sup>th</sup> Nov Last Survey 27<sup>th</sup> Jan 1922  
 on the Machinery of the Wood, Iron or Steel T.S.S. PAMA Master W. J. L. L. L.

Gross 1577 Vessel built at Sunderland By whom Sir J. Laing & Sons Ltd When 1905 7  
 Net 957 Engines made at Sld By whom N.C. Marine Eng Co, Ltd When 1905  
 Main Boilers 2 Boilers, when made (Main) 1905 (Donkey)  
 Donkey Boilers 1 Owners New Orleans Bluefield & Sons Port New Orleans Voyage Bluefield  
 Pressure 180 lb Surveyed Afloat or in Dry Dock Johnson Dry Dock Particulars of Classification (which must be inserted  
 Donkey Boilers 1 (State name of Dock.)

Report No. DOCKING Port DOCKING  
 Particulars of Examination and Repairs (if any) BOILER SURVEY AL 8, 20

CHARACTER AL 8, 20 SS. B. As. No 3-5.16 SS. MOB No 1-20  
 Date of last Survey and of Periodical Surveys. July of 1916 SS. MOB No 1-20  
 Machinery and Boiler Surveys (including date of N.B., if any) Sea T.S.N. 9-20

Where 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?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " "

Was not done, state for what reasons?

At 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?

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs per sq in

Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes , and of the Donkey Boiler?

Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler?

Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler?

How shaft now been drawn and examined? No Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners?

Has it now been changed? Yes If so, state reasons

Has it a continuous liner? Yes or two liners? Yes or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8 P. 3/16 S.

Survey is not complete state what arrangements have been made for its completion and what remains to be done? COMPLETE

Propellers, studs, ends of stern bushes and sea fastenings examined and found in good condition. Two new propellers fitted. Turning engine of Star Engine now repaired and in good and efficient condition.

Boiler SURVEY Main Boilers examined over all parts, with mountings, doors and safety valves and found in good condition. A number of fine cracks furnace flange welded. Boiler tested to 360 lbs water pressure satisfactory results. One stay tube in Centre Box of port boiler to be removed at first convenient opportunity. Safety valves tested under steam to above pressure. Donkey Boiler has now been removed from vessel.

Observations, Opinion, and Recommendation: Removed from vessel.

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.&H.S. 9,11, or L.H.C. 9,11, &c.

Machinery of this vessel so far as seen, is eligible in my opinion to remain as classed with first record Class B.S. 1-22, subject to stay tube in centre furnace port boiler being removed at first convenient opportunity.

Damage or Repair Fee (if any) \$25.00 Fees applied for 10<sup>th</sup> Feb 1922  
 Expenses (if chargeable) £ Received by me, John H. Robson  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York FEB 21 1922

BS-1.22 subject



B.L. due 9.21. Held donkey boiler removed  
from vessel. Some repairs to boilers & boilers  
titled. Turning gear of starboard engine repaired.

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It is submitted that Filled for oil fuel 1.22.  
this vessel is eligible for F.P. above 150° F.

**THE RECORD. B.S. 1.22** subject to

one stay tube in port boiler being  
renewed at first convenient  
opportunity. but without  
restrictions regarding turning  
gear of starboard engine

f.l.

24/3/22

S.O. 5.22  
17.

GLASGOW.

342 ARGYLE STREET

LLOYD'S REGISTER OF SHIPPING,

THE SECRETARY.

RETAIN BEST COPY

Planer  
1905  
also broken  
2276

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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