

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

(Received at London Office OCT 31 1940)

Survey Report Sep. 2nd. 1940. When handed in at Local Office Sep. 3rd. 1940. Port of Hong Kong

Survey held at Hong Kong Date, First Survey Aug. 10th. Last Survey Aug. 30th. 1940.
(No. of Visits 5)

Survey on the Machinery of the Wooden-hulled Steel "PAZ"

Gross 4260 Vessel built at Sunderland By whom Sunderland S.B. Co. Ld. When 1914 2mo
 Net 2632 Engines made at Sunderland By whom N.E. Marine Eng. Co. Ld. When 1914 2mo
 Nominal Horse Power 344 Boilers, when made (Main) 1914 (Donkey) 1914
 No. of Main Boilers 2 Owners Madrigal & Co. Owners' Address -
 (if not already recorded in Appendix to Register Book.)
 Donkey Boilers 1 Managers - Port Manila Voyage -
 Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat & Dry
 Donkey Boilers 90 (State name of Dock.) Taikoo

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

CHARACTER.	Local assigned to this vessel.	Machinery and Boiler Surveys (including date of N.B. if any).
*100A1	2,39	*L.M.C.
ssSyd.No.3-9,36		M.S. 9,36
		B.S. 2,39
		T.S.CL 2,39

Cargo batten not fitted

Particulars of Examination and Repairs (if any) Docking & L.M.C.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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 -

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? Yes

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

Was the examination of the Main Boilers not done, 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? -

Latest date of internal examination of each boiler 10-8-40

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs. 30-8-40

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 90 lbs. 30-8-40

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

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? Yes

Has the 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? -

Has the 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? -

What is the 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 -

When engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

Is the Survey complete, state what arrangements have been made for its completion and what remains to be done Complete.

Was the vessel placed in dry dock, propeller, aft end of stern tube and all sea cocks & valves and their fastenings examined and placed in good condition. Yes

Were all cylinders, pistons, slide valves, crank, thrust & intermediate shafts, bearings, condenser, pumps and pumping arrangements examined and found or placed in good condition. Yes

Were main and donkey boilers examined internally and externally with safety valves, mountings, doors and fastenings and placed in safe working order. Yes

Were main boilers hydraulic tested 270 lbs sq. inch & donkey boiler hydraulic tested 135 lbs. sq. inch. Yes

Were main and donkey boiler safety valves adjusted under steam as above. Yes

Were auxiliary steam pipes over 3" bore hydraulic tested 400 lbs. sq. inch. Yes

Were electric generators, fittings & wiring etc. examined & megger tested & placed in good condition. Yes

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. 2,11, B.S.M.S. 2,11, *L.M.C. 2,11, or *L.M.C. 140 lb., F.D., &c.)

The Machinery and Boilers of this vessel are now in good and efficient condition and eligible, in my opinion, to be continued as classed with fresh record of *L.M.C.8-40.

Survey Fee (per Section 29) \$387.00. Fees applied for 30/8/1940

Electric light \$ 32.00.

Special Damage Repair Fee (if any) \$ 50.00.

Travelling expenses (if chargeable) \$ 20.00. Received by me, 19

Committee's Minute Assigned

FRI 22 NOV 1940

+ L.M.C. 8-40

W.S. Morrison
Engineer Surveyor to Lloyd's Register of Shipping.



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

005779-005796-0048

Is a Certificate required? If so, to be sent to

REPAIRS:-Wear & Tear.

- Thrust shoes remetalled.
- M.P. slide valve faced up and new false face fitted in casing.
- New mild steel ends fitted on feed & bilge pump rams & rams skimmed up & new neck & gland bushes fitted.
- Main injection seat & valve renewed.
- Bilge discharge valve & spindle renewed.
- Ballast discharge valve nut renewed.
- Main injection pipe renewed.
- A number of bilge pipes & one valve box renewed.
- Condenser tested and tubes renewed.
- Pumps & dynamo engine generally overhauled.
- Eight stay tubes & 3 plain tubes renewed in Port boiler and 4 stay tubes & 3 plain tubes renewed in Starboard boiler.
- Smoke boxes repaired in both boilers.
- Main check valve renewed in Port boiler.
- Auxiliary stop valve spindle renewed on donkey boiler.
- Electric wiring part renewed in engine room, midship accommodation, bridge and navigation lights.
- Sundry minor repairs effected.

J. S. Day

