

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

Date of writing Report May 25th 1941

When handed in at Local Office

Port of Manila, P. I.

RAY No.

No. in Survey held at Manila

Date, First Survey Dec. 27th/40 Last Survey May 26th, 1941

Reg. Book

29995 on the Wood, Iron or Steel Twin 36 "PALAUAN"

(No. of Visits)

TONNAGE—

GROSS 382

UNDER DECK 478

NET 309

Built at Hong Kong

By whom H'Kong &amp; Whampoa Dock Co. Ltd.

YEAR

1927

MONTH

12

Owners Madrigal &amp; Company

Owners' Address Manila, P. I.

(if not already recorded in Appendix to Register Book).

Managers

Port belonging to

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Earnshaws Dock Destined Voyage Inter-island

Cell D Bor D Ba feet; u E & B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

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

CHARACTER.  
For Special Survey.  
Date of last Survey and of  
Periodical Survey.Machinery and Hull  
Survey.  
(Including date of N.B., if any).

100A1

9,38

4129, 57

4129, 57

+ 126 (M) 11, 56

DBS 11, 56

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 3172. Port Manila.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined.

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR

SPECIAL SURVEY

The vessel was placed on the slipway at Earnshaws Docks & Honolulu Iron Works on the 27th Dec., 1940 for the purpose of examination of the bottom and for the S.S.No.3

The bottom shell plating was found to be in good condition with the exception of 80 rivets which were caulked and built up by welding. Forward and After Peak Tanks examined internally and tested to regulations and found in good condition. (All sea-cocks opened up and ground in. Rudder lifted and found in good order and replaced. All ceilings lifted and shell plating found in good condition, cement cut out in five frame spaces and renewed with new cement. Small landings on shell plating welded and caulked, about 2'-6". 8 Zinc plates renewed on Stern Frame. Half-round rubbing bars round the coaming of No.2 hatch cut out, coaming faired and replaced.

Patch fitted to the port side coaming No.2 hatch, about 9 sq. ft. Hatch Beams overhauled and

(OVER)

## SUMMARY OF DAMAGE REPAIRS:—

Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:—

Renewed

Removed and Fair'd or Repaired

Fair'd or Repaired in place

## PRESENT CONDITION OF THE

Decks

Caulking of Decks

Coamings

Beams &amp; Fastenings

Outside Plating

" " in way of sidelights

Frames

Reverse Frames

Longitudinals

Transverses

Floors

Keelsons

Stringers

Inner Bottom Plating

Have the Tanks been examined internally

Have the Tanks been tested?

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have pumps been examined and found efficient?

Have Sluice Valves been examined and found efficient?

Have Watertight Doors been examined and found efficient?

Have Ventilators and their Coamings been examined and found efficient?

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Openings, Covers, &amp;c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks &amp; Stemson

Transoms, Pointers &amp; Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps &amp; Shelves

Salting

(State if examined.)

Copper, or Y.M.

(State if on Felt.)

When fitted, Month Year

Boats

Masts, Yards, &amp;c.

Condition, how ascertained from deck

(State if wedges removed.)

Equipment letter

Anchors, No. of

Cables (State if now ranged) Yes

" length 135 Fath. mean diam. 1-1/4"

(on board) 195 Fath. 1-3/16"

" Rule length size

Chain Locker

Hawsers &amp; Warps

Standing and Running Rigging

Sails

## General Observations, Opinion as to Class, Recommendation, &amp;c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

In the opinion of the undersigned, the vessel is fit to remain as at present classed 100A1, and to have the fresh record of SPECIAL SURVEY 5-41, being fit to carry Dry and Perishable Cargo.

Survey Fee (per Section 20) £120.00

Fees applied for,

Special Damage or Repair Fee (if any) £

Received by me,

Travelling Expenses (if chargeable) £30.00

10.

Second Surveyor's Fee (if any) £

Committee's Minute

FRI. 26 SEP 1941

Character Assigned

100A1

(Deferred)

DBS 541

Surveyor to Lloyd's Register of Shipping.

FRI. 10 APR 1942

TUES. 21 MAR 1944

No later survey reported

Lloyd's Register Foundation



about 90 ft. of stiffener angles renewed. Rope Guards on port and starboard sides completely renewed. 7 Lengths of new anchor cable fitted to Starboard side and 2 Lengths of new cable to Port side. 4 old shots on port side to be renewed at first opportunity. End of cable shackled in Chain Locker. Chain Locker cleaned and painted. Windlass and Steering Gear examined and found in good order. Freeboard markings checked and verified. Hatch battens, cleats, tarpaulins and wedges all examined and checked and found in good order. Masts, Rigging and running gear examined from deck and found in good order.

This work commenced in December, 1940 and has now been completed.

78,834  
78,834  
11(M)CHL  
78,834

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

#### ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower ...																
	2nd ..																
	3rd ..																
	Collective Weight.																
	Steam .....																
	Kedge .....																

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

#### CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
63	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
475	60	1-1/4	28 1/8	42 1/8	47 2 10	48 0 0	195	1 3/16	Stud Link	Seattle Chain Mfg Co	12-2-41 Seattle Wash.
	75	1-1/4	28 1/8	42 1/8	59 3 20	59 2 2			Stud Link	Panama Chain	30-9-40 S. Francisco Calif.
Iron Stream Chain } or Steel Wire.... }											

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THE SURVEYORS ARE REQUESTED TO WRITE ACROSS THIS MARGIN



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