

# REPORT OF SURVEY FOR REPAIRS, &c

Date of writing Report May 25th 1941 When handed in at Local Office Manila, P. I. Port of Manila, P. I. DAY No. 10001

No. in Survey held at Manila Date, First Survey Dec. 27th 1940 Last Survey May 26th 1941  
Reg. Book 29995 on the Wood, Iron or Steel Twin 36 "PALAWAN" (No. of Visits)

TONNAGE: Built at Hong Kong By whom H'Kong & Whampoa Dock Co. Ltd When 1927 MONTH 12  
GROSS 362 Owners Madrical & Company Owners' Address Manila, P. I.  
UNDER DK 478 Managers \_\_\_\_\_ Port belonging to \_\_\_\_\_  
NET 309

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Earnshaws Dock Destined Voyage Inter-island  
Cell DBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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

Last Report, No. 3172 Port Manila

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

CHARACTER, &c for Special Survey. Date of last Survey and of Periodical Survey.	Machinery and Boiler Surveys (Including date of N.B., if any).
10001	4189, 37
9, 38	4189, 37
	+ 120(1) 11, 36
	DBS-11 39

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. 1-9 1/2

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY No 3

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 Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	(State if on Felt.)
Caulking of Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	<u>Good</u>	Coal Bunkers, Openings, Covers, &c. <u>Good</u>	<u>Good</u>	<u>Good</u>	When fitted, Month _____ Year _____
Coamings <u>Good</u>	<u>Good</u>	Cement or Asphalt <u>Cement</u>	<u>Good</u>	Oil Bunkers <u>Good</u>	<u>Good</u>	<u>Good</u>	Boats <u>Good</u>
Beams & Fastenings <u>Good</u>	<u>Good</u>	Rudder <u>Good</u>	<u>Good</u>	Scuppers <u>Good</u>	<u>Good</u>	<u>Good</u>	Masts, Yards, &c. <u>Good</u>
Outside Plating <u>Good</u>	<u>Good</u>	Steering gear and its connections <u>Good</u>	<u>Good</u>	Cargo Hatchways <u>Good</u>	<u>Good</u>	<u>Good</u>	Condition, how ascertained <u>from deck</u>
" " in way of sidelights <u>Good</u>	<u>Good</u>	Windlass <u>Good</u>	<u>Good</u>	Hatches <u>Good</u>	<u>Good</u>	<u>Good</u>	(State if wedges removed.)
Frames <u>Good</u>	<u>Good</u>	Have pumps been examined and found efficient? <u>Good</u>	<u>Good</u>	Planking	<u>Good</u>	<u>Good</u>	Equipment letter _____
Reverse Frames <u>Good</u>	<u>Good</u>	Have Sluice Valves been examined and found efficient? _____	<u>Good</u>	Caulking	<u>Good</u>	<u>Good</u>	Anchors, No. of <u>38 25</u>
Longitudinals <u>Good</u>	<u>Good</u>	Have Watertight Doors been examined and found efficient? _____	<u>Good</u>	Treenails	<u>Good</u>	<u>Good</u>	Cables (State if now ranged) <u>Yes</u>
Transverses <u>Good</u>	<u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Good</u>	<u>Good</u>	Breasthooks & Stems	<u>Good</u>	<u>Good</u>	" length <u>155</u> Path. mean diam. <u>1-1/4</u>
Floors <u>Good</u>	<u>Good</u>	Air and Sounding Pipes <u>Good</u>	<u>Good</u>	Transoms, Pointers & Crutches	<u>Good</u>	<u>Good</u>	" Rule length <u>195</u> Path. size <u>1-3/16</u>
Keelsons <u>Good</u>	<u>Good</u>	Doubling Plates under Sounding Pipes <u>Good</u>	<u>Good</u>	Timbers of Frame at openings	<u>Good</u>	<u>Good</u>	Chain Locker <u>Good</u>
Stringers <u>Good</u>	<u>Good</u>		<u>Good</u>	" " at other places	<u>Good</u>	<u>Good</u>	Hawsers & Warps <u>Complete</u>
Inner Bottom Plating <u>Yes</u>	<u>Yes</u>		<u>Good</u>	Stringers, Clamps & Shelves	<u>Good</u>	<u>Good</u>	Standing and Running Rigging <u>Good</u>
Have the Tanks been examined internally <u>Yes</u>	<u>Yes</u>		<u>Good</u>	Salting (State if examined.)	<u>Good</u>	<u>Good</u>	Sails _____
Have the Tanks been tested? <u>Yes</u>	<u>Yes</u>		<u>Good</u>		<u>Good</u>	<u>Good</u>	

### General Observations, Opinion as to Class, Recommendation, &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 10001, and to have the fresh record of SPECIAL SURVEY 5-41, being fit to carry Dry and Perishable Cargo.

Survey Fee (per Section 20) £ <u>120.00</u>	Fees applied for, _____
Special Damage or Repair Fee (if any) (per Sec. 20) £ _____	Received by me, _____
Travelling Expenses (if chargeable) £ <u>30.00</u>	_____
Second Surveyor's Fee (if any) £ _____	_____

Committee's Minute FRI. 26 SEP 1941

Character Assigned 10001  
Write Mr. X (Deferred) DBS 541  
S.H. 41 for 29/11

*[Signature]*  
Surveyor to Lloyd's Register of Shipping.

FRI. 10 APR 1942 TUES. 21 MAR 1944  
Lloyd's Register Foundation

If so, to the Machinery of the Ship? If so, to the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

008344 008353 0005

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. Winlass 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.

70,834  
78,034  
11(M)11  
70,834

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED TO WRITE ACROSS THIS MARGIN

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.			
	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.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	qrs.						lbs.
63	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.
475	75	1-1/4	28 1/8	42 1/8	59	3	20	59	2	2			Stud Link Panama Calif Chain	30-9-40 S. Francisco Calif

Iron Steam Chain or Steel Wire...

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