

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

(Received at London Office 3 SEP 1941)

Date of writing Report 22nd May 1941 When handed in at Local Office Port of Manila, P. I.

in Survey held at Manila Date, First Survey May 21st Last Survey May 22nd 1941
(No. of Visits)

on the Machinery of the Wood, Iron or Steel Twin Sc "PALAWAN"

Age } Gross 562
 Net 309 Vessel built at Hong Kong By whom Hong Kong & Whampoa Dock Co. When 1927 12
 Engines made at Stockholm By whom A. B. Atlas-Diesel When
 Main Boilers } 169 Boilers, when made (Main) (Donkey)
 Owners Madrigal & Company Owners' Address Manila, P. I.
 (if not already recorded in Appendix to Register Book.)
 Managers Port Manila Voyage Inter-island
 If Surveyed Afloat or in Dry Dock Earnshaws Dock
 (State name of Dock.)
 Donkey Boilers 100 lb.

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

CHARACTER, for Special Survey Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1	9,38	* NE9,37
SS. Iron 2-36		* IMC9,37
		* IMC(N) 11, 39
		DBS, 5-41
		TS (C)
		S 11-39
		P(N) 6-40

Particulars of Examination and Repairs (if any) DONKEY BOILER

Medical Surveys, when held, must be reported in detail and seriation in the terms of the Rules. State clearly 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 date 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

Is 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

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?

What is the latest date of internal examination of each boiler? May 22nd, 1941 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lbs.

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? Yes and of the Donkey Boilers? Yes

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? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now been changed? Yes If so, state reasons Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft. May 22nd, 1941 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Complete

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes Is electric light and/or power fitted? Complete

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Donkey Boiler examined internally and externally and found in good order and condition.

All valves and mountings, fittings opened up and ground in and found in good order.

Uptake in good order.

Boiler tested to 150 lbs. and Safety valves set under steam to 100 lbs. pressure.

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.)

In the opinion of the undersigned, the vessel is fit to remain as at present classed *100A1 and to have the record of DBS 5-41 be made in the Register Book in the case of this vessel.

Survey Fee (per Section 29)..... £80.00 : Fees applied for 19 _____

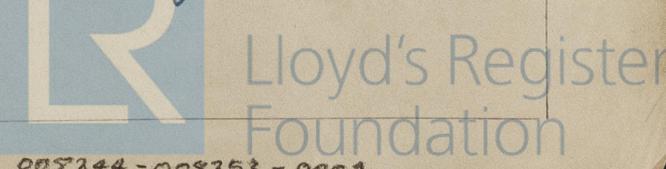
Special Damage or Repair Fee (if any)..... £ : Received by me, 19 _____

Travelling expenses (if chargeable)..... £20.00 : _____

Committee's Minute FRI. 26 SEP 1941

Assigned DBS 5-41

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



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

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