

STEEL STEAMER or MOTORSHIP.

31 JAN 1928

Received at London Office

State if Report has been sent on the Freeboard of the Vessel yesState if Report is sent on the Machinery of the Vessel yesDate of completion of report Dec. 26th 1927Port of Hong KongNo. 6225Survey held at Hong KongDate First Survey July 8thLast Survey Dec. 24th

1927

On the (State if Machinery fitted Aft and (Single, Twin or Triple Screw)

Steel Twin Screw Motor Vessel "PALAWAN"

(machinery aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling

State Type of Erections

TONNAGE under Tonnage Deck...

477.62CLASS +100 A1

State if with freeboard as condition of Class

NoBuilt at Hong Kong

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

477.62

Gross Tonnage

562.32

Register Tonnage

308.96

REGISTERED DIMENSIONS.

FEET.

Length 171.3Breadth 29.2Depth 12.3

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 170'-0"

Breadth (greatest moulded)

B 29'-0"

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 13'-3"1st Longitudinal Number (L x D) = 22522nd Numeral L x (B + D) = 7182.5

Framing Depth "d," at middle of length. See Sec. 3 (1d)

11.90

Proportions—Depth to Length—Uppermost continuous deck to top of keel

12.84

Do. Long Bridge to top of keel

Draught Moulded

Launched Oct. 27th 1927 Yard No. 636Builders Hong Kong & Whampoa Dock Co. LtdOwners M. J. OSSORIO

Managers

(Where necessary to be entered in Reg. Book.)

Residence Manila, P.IPort of Registry Manila, P.I

If surveyed while building, afloat, or in dry dock

yes

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	26" ✓		Bracket Floors, Frame	✓	
" " from 1/2 length to Collision bulkhead	22" ✓		" " Reversed Frame	✓	
" " in peaks	22" ✓		" " Vertical Struts	✓	
Eng. Room	24" ✓		Centre Girder, depth and thickness amidships	3'-0 3/4" x 9/20	
SIDE FRAMING.			" " top Angles	double 3' x 3 x 7/20	
Frame Amidships, Angle [or [	6 x 3 x 3/8		" " bottom Angles	double 3' x 3 x 3/20	
double frames at hatch ends with deep brackets	✓		Side Girders, No. each side and thickness	2' 6" 1/20	
Extends up to	upper deck		Margin Plate depth (excl. of flange) and thickness	✓	
2-channel frames each side in E.R.	10 x 3 1/2 x 3 1/2 x 8/20		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	✓	
Reversed Frame Amidships, Angle [or [	flanged 2 1/2" 2 1/2 x 1 1/2 x 6/20		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	✓	
" " Fort of 1/2 L angle	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
Extends up to	bilge		" " Gussets, spacing and scantling forward 1/2 len. from stem	✓	
Depth of Framing Girder	6" ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	57" x 8/20 flanged 2 1/2"	
Frames in Uppermost Continuous 'tween Decks, Angle [or [	✓		INNER BOTTOM PLATING.		
" " Second 'tween Decks, Angle [or [	✓		Breadth and thickness of Middle Line Strake	48" x 8/20	
" " Third " " " "	✓		Thickness of remainder in Holds	8/20	
Framing in Peaks, Angle [or [	5 x 3 x 5/16		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	yes	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4" x 4 1/2"		BEAMS.		
State if Frame Joggled	yes		Uppermost Continuous Deck, amidships in Wells, Angle, [or [	6 x 3 x 3/8 B.A	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	6 x 3 x 3/8 BA Beams		" " in way of Bridge, Angle, [or [	6 x 3 x 8/20 Angles (Half beams)	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Side Stringers, deep frames 6 1/2 x 3 x 8/20 double frames forward of 1/2 L. Shell thickness maintained to collision bulkhead. Side keelsons.		Spacing	26"	
SINGLE BOTTOM.			Second Deck, amidships, Angle, [or [✓	
Floors, Depth and thickness at mid-line in Holds	16" x 7/20		Spacing	✓	
Height of Brackets at side above base line at toe of frame	32"		Third Deck, amidships, Angle, [or [✓	
Middle Line Keelson, on Floors, Angles, [or [	4 x 3 x 8/20 double		Spacing	✓	
" " Through Plate [or [	8/20 to 7/20		Fourth Deck, amidships, Angle, [or [✓	
" " Foundation Plate on Floors	12" x 8/20 to 7/20		Spacing	✓	
" " Flat Plate Keel Angles	3 1/2 x 3 1/2 x 9/20 double		Poop Deck, Angle, [or [	4 x 2 1/2 x 6/20	
Side Keelsons, No. each side	4 x 3 x 8/20 double		Spacing	27"	
" " thickness of Intercoastal Plate	8/20		Boat Bridge Deck, Angle, [or [	3 x 2 1/2 x 1/4	
" " Angles	3 x 3 x 6/20 single		Spacing	27"	
DOUBLE BOTTOM. in E.R. only			Forecastle Deck, Angle, [or [	5 x 3 x 5/16	
Solid Floors, thickness and spacing	7/20 x 24"		Spacing	22"	
" " Are Frame and Reversed Frame joggled?	yes				
Bracket Floors, breadth and thickness at middle line	✓				
" " breadth and thickness at margin plate	✓				

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows... <i>in Fore-castle</i>	<i>one</i> ✓		Stringer Plate, breadth and thickness in way of Bridge	✓	
" <i>in E. Room</i>	<i>two</i>		Thickness of Plating abreast Deck openings in way of Wells	✓	
" <i>in 'tween Decks</i> , Size and Spacing.....	<i>2 1/4" x 4 1/2"</i> ✓		Thickness of Plating abreast Deck openings in way of Bridge	✓	
" <i>in E. Room</i> " "	<i>3" x 7 1/2"</i> ✓		Thickness of Plating within line of openings...	✓	
" <i>in Holds</i> " "	<i>None</i> ✓		If Sheathed, material and thickness	✓	
<i>Deep brackets with face bars carried to floors, at "frames" 28, 35, 39, 43, 55, 59, 61 + 68 also hatch ends.</i>	✓		Third Deck.		
Centre Line Bulkhead.	✓		Stringer Plate, breadth and thickness.....	✓	
Stiffeners and Spacing.....	✓		If Plated, state thickness.....	✓	
Plating, thickness of	✓		Fourth Deck.		
STRINGERS AND DECKS.			Stringer Plate, breadth and thickness.....	✓	
Uppermost Continuous Deck.			If Plated, state thickness	✓	
Stringer Plate, breadth and thickness in Wells	<i>4 7/8" x 8 1/2"</i>		Boat Bridge Deck.		
" " " " in way of Bridge	<i>23" x 7 1/2" at ends</i>		Stringer Plate, breadth and thickness	<i>15" x 5 1/2"</i>	
" " " " " " " "	✓		Tie Plating, Sheathing, material and thickness ...	<i>5 1/2", 2" Pine</i> ✓	
" Angle in Wells	<i>3 1/2" x 3 1/2" x 8 1/2"</i>		Bridge Deck.		
Thickness of Plating abreast Deck openings in way of Wells	<i>8 1/2"</i> ✓		Stringer Plate, breadth and thickness.....	<i>12" x 5 1/2"</i>	
Thickness of Plating abreast Deck openings in way of Bridge	✓		Tie Plating, Sheathing, material and thickness ...	<i>4 1/2", 1 1/2" Pine</i> ✓	
Thickness of Plating within line of openings...	<i>7 1/2"</i> ✓		Forecastle Deck.		
If Sheathed, material and thickness	✓		Stringer Plate, breadth and thickness.....	<i>17" x 2 1/2"</i>	
Second Deck.			Plating, Sheathing, material and thickness	<i>{ Centre plate 3/20" Tie plates 2 1/2" 3" Pine</i> ✓	
Stringer Plate, breadth and thickness in Wells...	✓				

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jogged? <i>no</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAFFED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.								
FLAT PLATE KEEL	39"	$\frac{19}{20}$	$\frac{10}{20}$	$\frac{10}{20}$		Double	$\frac{3}{4}$	3	Three	$\frac{3}{4}$	$2\frac{5}{8}$	Lapped
" DBLG. (if any)												
BOTTOM PLATING, No. of Strakes <i>Two</i> ...		$\frac{8}{20}$	$\frac{7}{20}$	$\frac{7}{20}$		Double	$\frac{3}{4}$	3"	Three Two at ends	$\frac{3}{4}$	$2\frac{5}{8}$	Lapped
BILGE PLATING, No. of Strakes <i>One</i> ...		$\frac{8}{20}$	$\frac{7}{20}$	$\frac{7}{20}$		Double	$\frac{3}{4}$	3"	Three Two at ends	$\frac{3}{4}$	$2\frac{5}{8}$	Lapped
SIDE PLATING, No. of Strakes <i>One</i> ...		$\frac{8}{20}$	$\frac{7}{20}$	$\frac{7}{20}$		Single	$\frac{3}{4}$	3"	Two	$\frac{3}{4}$	$2\frac{5}{8}$	Lapped
UPPER DECK, Sheer- strake in Wells.....	44	$\frac{9}{20}$	$\frac{7}{20}$	$\frac{7}{20}$		Single	$\frac{3}{4}$	3"	Three Two at ends	$\frac{3}{4}$	$2\frac{5}{8}$	Lapped
UPPER DECK, Sheer- strake in Bridge ...		$\frac{7}{20}$	$\frac{7}{20}$	$\frac{7}{20}$								
STRAKE BELOW Sheer- strake in Wells.....	44	$\frac{8}{20}$	$\frac{7}{20}$	$\frac{7}{20}$		Single	$\frac{3}{4}$	3"	Three Two at ends	$\frac{3}{4}$	$2\frac{5}{8}$	Lapped
STRAKE BELOW Sheer- strake in Bridge ...												
POOP SIDE PLATING												
BRIDGE SIDE PLATING ...												
FORE'TLE SIDE PLATING			.26			Single	$\frac{5}{8}$	$2\frac{1}{2}$ "	One	$\frac{5}{8}$	$2\frac{1}{4}$ "	Lapped

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) 5 ✓ (one of which is stepped)

„ Deck next below ✓

As per Rule 4 ✓

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	Frame 24	7/20	6 A			
	Upper tween decks	26	5 1/2 x 2 1/2	20. 30"	✓	✓
	Frame 72	7/20	4 x 3	1/20. 30"	} WT. flat	
	Second "	26	6 x 3 1/2	20. 24"		
"	Third "	8/20	4 x 3	1/20. 24"		
"	Hold	26	5 x 3	1/8. 24"	W.T. flat	
COLLISION	(in Hold)	7/20	B.A.			
		26	6 x 3	1/4. 24"	WT. flat	
AFTER PEAK	Frame 3 Top	7/20	26	4 x 3	1/4. 24"	
	Frame 8 Bottom	7/20	8	4 x 3	1/20. 21"	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	Forging	6x1 1/2	H K & W. Dock Co.	
STERN FRAME {	Propeller Post	as per plan	- do -	
	Rudder Post	Forging	6 1/4 x 1 3/4	- do -
RUDDER—A x D. 38 x 75				
Speed of Vessel. 9 1/4 knots				
RUDDER mainpiece at head ...	Forging	4 1/2"	- do -	
" " heel ...	"	3 1/4"		
" how constructed	3 forged arms			
" double or single plate	single plate			
" coupling, vertical or	Horizontal Coupling			
" horizontal				

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) The South Durham Steel & Iron Co. Dorman Long & Co. The Steel Co. of Scotland
Consett Iron Co. Ltd., David Colville & Sons Ltd., Wm Beardmore
Has the Steel been tested as required by the Rules? yes ✓

EQUIPMENT No. 7530 ✓										LETTER	i	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT REQUIRED BY TABLE G3.	Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Owts.				
28825	1st Bower ...	14	3	0				16	5	2	14	✓	14 1/2 ✓	Stockless	W.L. Byers	Sunderland
30161	2nd " ...	14	3	0				16	5	2	14	✓	14 1/2 ✓	"	+ Co Ltd	3 rd April 1925
30165	3rd " ...	12	3	0				14	10	2	14	✓	41 3/4 ✓	"		5 th July 1927
	Collective weight.	42	1	0	✓								41 3/4 ✓			J.H. Butler
42929	Stream	4	1	8	✓	1	0	13	6	15	0	0	4 1/4 ✓	Iron Stock		Bradley Heath
																July 13 th 1927 S.L. Paul

CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.		
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Length.					Cir.	Fathoms.		Ins.	Tons.	Fathoms.	Ins.
82983	105	1 3/16	25 3/8	38	76-0-0	141 1/4	195	1 3/16	Stud Link	N. Hingley & Sons Ltd	Netherton July 30th 1927	TOWLINE...	75	2 3/4	15 1/2	75	2 3/4		
82984	90	"	"	"	65 1-4				Link	—	H. Green	HAWERS & WARPS	90	2 1/4	9 1/2	90	2 1/4		
Stream Cable or Steel Wire	60	3"	✓	18	141 1-4			60	3	Steel Wire	R. Hood Haggier Smith		"						

Steering Gear, Steam
Steering Gear, Hand
Builders (Two sets)

Boats 2 @ 20' x 6' x 2' 6"
Steering Chains, Size and Test 5/8 dia. 4 5/8 Tons
Windlass Steam, Builders
Rods 3/4" dia.

Ceiling in Holds, thickness and material 2 1/2" O. Pine
Cargo Battens, thickness, material and spacing 6"x2" Vertical sparring, Pine Spacing 26" Supported by 2 1/4 x 3/8 flat iron bars.

Cargo Hatchways. (Upper Deck) Coaming 20, Horiz. Stiff 8 x 3 x 3/2 B.A. Thickness of Hatches 3", O. Pine.

Size of No. 1 Hatchway (Forward) 28' 2" x 15' 0" No. 2 34' 8" x 15' 0" No. 3
No. 4
No. 5
No. 6

Number of Shifting Beams and/or Fore and Afters No. 1 hatch 5, No. 2 hatch 7,
Plates 13" x 8 1/2"
Angles 4 x 3 x 8 1/2"

HONGKONG & WHAMPOA DOCK CO., Ltd.

Builder's Signature
Chief Manager.

GENERAL DECLARATION This vessel has been built in accordance with the approved plans & instructions except that centre girder has been made continuous from bulkhead at frame 8 to collision bulkhead, oil tight collar fitted where centre girder passes through bulkheads at Frames 11, 16, 24 + 71.

The materials have been tested by the Surveyors to this Society & the workmanship is in my opinion satisfactory.

The peak tanks, deep tanks, double bottom tank, weather decks & bulkheads have been satisfactorily tested.

The freeboard has been verified & cut in, verification form & freeboard request form have been forwarded to London.

The amount of Entry Fee £8 = : \$: 79
Special Survey Fee.... £112-10/- = \$1111
Freeboard £8 = \$ 79
Travelling Expenses, if any £ : \$ 150
Cablegrams Total \$1539

Fees applied for, 24 Dec. 1927
Received by me, 31. 1. 1928

I am of opinion the Vessel should be Classed *100A1
Signature J. L. Morrison
Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey Yes
Certificate to be sent to, Builders HKG Date of issue 10/2/28

Committee's Minute FRI. 10 FEB 1928
Character assigned 100A1
Lloyd's Assoc

Lmc 12. 27 cl
subject
oil Engines
DB-10016

Wm. Hagg
Wm. Hagg

FRI. 9 NOV 1928
FRI. 30 NOV 1928

008344-008353-002923

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

This vessel has been constructed in accordance with the approved plans & instructions, copies of which are in the London office, except that centre girder has been made continuous from bulkhead at frame 8 to collision bulkhead.

Vessel is intended for timber cargoes, trading in the Philippine Islands. No hold pillars are fitted & sparring has been placed vertical to facilitate the stowage & handling of logs.

Forging reports enclosed herewith.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower 9.223 Cwts. W.A.B. n° 5871 12-9-24.
2nd „ 9.03 Cwts. L.W.D. n° 6396 27-1-27.
3rd „ 7.82 Cwts W.M. n° 6200 10-3-26.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 20.0 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (this information is to be given as it should appear in the Register Book) One, Steel.

Official No. ; Signal Letters Is bottom of Vessel coated with cement ☒ if not give particulars of composition ☒

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<input checked="" type="checkbox"/>		Fore peak tank,	10	32
Double bottom, under Engines and Boilers,	<input checked="" type="checkbox"/>		After peak tank,	13.5	8
Double bottom, if under Engines only, oil fuel	26	20	Deep tank, aft,	5.5	10
Double bottom, if under Boilers only,	<input checked="" type="checkbox"/>		Deep tank, forward,	11	36
Double bottom, forward,	<input checked="" type="checkbox"/>		Other tanks, if fitted,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Total capacity of double bottom		20	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. ☒

Date 24th June 1927

Dates of Surveys held while building

1927

July 8, 15, 18, 20, 23, 26, Aug. 1, 10, 15, 25, 31, Sept. 5, 8, 13, 21, 27, 30. Oct. 4, 6, 12, 18, 25, 26, 28, 31, Nov. 7, 10, 12, 17, 25, 28, Dec. 5, 8, 13, 21-24.

Lloyd's Register Foundation
Total No. of Visits 37