

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

No. 23931

26 SEP 1935

(Received at London Office)

Date of writing Report 23-9-1935 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book. 31431 Survey held at Scheffdam Date, First Survey ant Last Survey 18-9-1935
on the Machinery of the Wood, Iron or Steel PA L U D I N A (No. of Visits 1)

Tonnage { Gross 5001 Vessel built at Hong Kong By whom Hong Kong Whampoa When 1921
Net 3434 Engines made at By whom When 1921

Nominal Horse Power { 514 Boilers, when made (Main) 1921 By whom (Donkey) When 1921
No. of Main Boilers 3 Owners Anglo-Saxon Petroleum Owners' Address London

No. of Donkey Boilers 1 Managers Co Ltd. (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 1000 Port London Voyage
in Donkey Boilers ~~Surveyed~~ in Dry Dock New Waterway Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Gen Exam.

(Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. sent H. 4-9-35)

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 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? not due

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

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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? ✓

State latest date of internal examination of each boiler present condition of funnel

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Has 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 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? ✓

State 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 1/8"

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

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

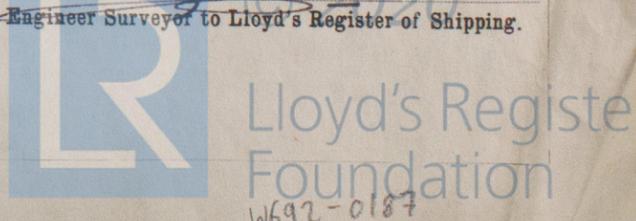
*Vessel placed in dry dock, propeller, sternbush and fastenings good
L.P. cylinder and piston exam and good
Machinery exam under general condition and found as far as
could be seen in good condition.*

General Observations, Opinion, and Recommendation:— *The machinery being now as far as seen in a good condition I am of opinion that the vessel is eligible to remain as classed.*

Survey Fee (per Section 29) £ 20.00 Fees applied for 19-9-1935
Special Damage or Repair Fee (if any) £ :
Travelling expenses (if chargeable) £ 1.50. Received by me, 19

Committee's Minute TUE. 29 OCT 1935
Assigned Deferred

FRI. 8 MAY 1936
Engineer Surveyor to Lloyd's Register of Shipping.



W692-0187

If a survey also been held on ship? If so, is the Report sent now, or when will it be sent?

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

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

Machinery Generally
Examined -

It is submitted that
this vessel is eligible to
remain as CLASSED.

Subject to the
DONKEY BOILER
not being used again.

RA
17/10/34

N.B.—If this Report is copied by copying Press, especial 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 NOT TO WRITE ACROSS THE MARGIN.

