

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

No. 8513

Date of writing Report Jan. 11th. 40. When handed in at Local Office Jan. 12th. 40. (Received at London Office FEB 24 1940.)

No. in Book 1386 Survey held at Hong Kong Port of Hong Kong

Date, First Survey Oct. 31st. Last Survey Jan. 9th. 1940  
(No. of Visits 20)

on the Machinery of the PAUA Steel "PAUA"  
Gross 1411.54 Vessel built at Glasgow  
Net 619.63 Engines made at Glasgow By whom Harland & Wolff Ltd. When 1927 6mo.

Boilers, when made (Main) - By whom Harland & Wolff Ltd. When 1927 6mo.  
Owners Shell Company of New Zealand Ltd. (Donkey) 1927

Managers - Owners' Address -  
(If not already recorded in Appendix to Register Book.)  
Port Wellington Voyage -

If Surveyed Afloat or in Dry Dock Afloat & Dry  
(State name of Dock.) Kowloon

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

CHARACTER.	Assigned	Machinery and Boiler Surveys (including date of N.B., if any)
100A1	8,37	L.M.C. 8,35
ssWln.No.2-35		L.M.C.(M) 8,37
		D.B.S. 9,38
		T.S.CL 9,36

Particulars of Examination and Repairs (if any) Docking, LMC, D.B.S. & T.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? None

Do Donkey Boilers? Yes

Is a damage report made by anyone else? If so, by whom? -

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? -

Latest date of internal examination of each boiler 20-11-39

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

Has the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 150 lbs. 5-1-40.

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? Yes

Has the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Has the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? Yes

Has the crew 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? -

Has the shaft now been changed? No If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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? -

Date of examination of Screw Shaft 3-11-39 State the distance betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Rewooded

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

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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 and all sea cocks and valves and their fastenings examined and placed in good condition.

Propeller shaft drawn in, shaft and stern tube examined and placed in good condition.

Main boiler examined internally and externally with safety valves, mountings, doors and fastenings placed in safe working order.

Donkey boiler safety valves adjusted under steam as above.

& Auxiliary Machinery.

Cylinders, pistons, covers, valves and valve gear, connecting rods and their top & bottom end pieces, crossheads, guides, pumps, clutches, reversing gears, crank, thrust & intermediate shafts bearings, air compressors, air receivers, air pipes, all examined and tested as required by the Rules.

General Observations, Opinion, and Recommendation:—  
(Continued overleaf)

Machinery, Donkey Boiler and Propeller Shaft of this vessel are now in good and efficient condition and eligible, in my opinion, to be continued as classed with fresh record of D.B.S.1-40. L.M.C.1-40. and Tail Shaft seen C.L. 1-40.

Fees (per Section 29)..... \$480.00. Fees applied for 9/1/1940

Inspection & Repair Fee (if any)..... \$100.00. Received by me, 19

Lighting expenses (if chargeable)..... \$35.00.

Printing expenses (if chargeable)..... \$50.00.

Committee's Minute JUN 12 1940

Signature + Lamb 1.40

Signature D.B.S. 1.40

CERTIFICATE WRITING

003385-003390-0077



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

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



M. J. Para

8513

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

Separate fuel storage tanks and daily service tanks and their fittings examined.  
Steam driven pumps, generator engines, condenser, air, circulating and feed pumps examined and steam pipes over 3" bore examined and tested with 300 lbs. hydraulic pressure.

Pumping arrangements examined.

Electric generators, motors and wiring examined and megger tested.

All found or placed in good condition.

The main engines have been fitted with piston supercharging arrangements (certificate for part enclosed) and main and auxiliary machinery satisfactorily tested under working conditions.

REPAIRS:-Wear & Tear.

Outer bearing of stern tube rewooded.

New bronze propeller fitted, stamped LLOYD'S P.L.A. 3-5-39. dia. 10'-4" Pitch 9'-8", Surface 33 sq. ft. 4 blades.

Face plates renewed on clutch of auxiliary air compressor.

Ballast pump, feed pumps & boiler oil fuel pumps generally overhauled and parts renewed as necessary.

Electric wiring renewed in forecabin and part renewed in accommodation aft and engine room, also wiring renewed in new portion of vessel and to mast lights.

Sundry minor repairs effected.

*[Handwritten signature]*