

Report of Survey for Repairs, &c., of Engines and Boilers. No. 39198

Date of writing Report 22nd Nov 1916 When handed in at Local Office 23rd Nov 1916 Port of Cardiff (Received at London Office FRI 24 NOV 1916)

No. in Book 27 Survey held at Cardiff Date, First Survey 21st Oct Last Survey 4th Nov 1916 (No. of Visits 8)
 on the Machinery of the Wood, Iron or Steel S.S. "Paigula" Master
 Gross 2017 Vessel built at Sunderland By whom S.P. Austin & Son Ltd When 1911-10
 Net 1167 Engines made at Do By whom J. Dickson & Son Ltd When 1911
 Registered Horse Power 218 Boilers, when made (Main) 1911 (Donkey) ✓
 of Main Boilers 2 Owners (Humphries (Cardiff) Ltd (Hys) Port Cardiff Voyage
 of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Hills Dry Dock
 Main Pressure 180 lb
 Main Boilers 180 lb
 Donkey Boilers ✓

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 CHARACTERS for Special Survey Date of last Survey and of Periodical Surveys. Year Assigned how expired. Machinery and Boiler Surveys (including date of N.B., if any).
 ✠ 100 A1 1.15 ✠ LMC 10.11 T.S. 1.15

Special Surveys, when held, must be reported in detail and seriatim 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 initials 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? ✓ 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? ✓
 " " Donkey " " " " ✓
 If any was not done, state for what reasons? ✓
 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? ✓
 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 Boiler? ✓
 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? ✓ Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓
 Has shaft now been changed? ✓ If so, state reasons ✓
 Has shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓
 What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/16" Re-wooded

If survey is not complete state what arrangements have been made for its completion and what remains to be done? On vessel's return to D.K. complete. Safety valves of main boilers to adjust. Vessel placed in dry dock, outside fastenings exam'd, all in order. Screw shaft drawn in, exam'd, found in good condition, re-fitted. Wood in stern bush. Examination made of all cylinders, pistons, slide valves, pumps, the condenser, crank, thrust, tunnel shafting, sea cocks & valves, bilge & other sections, valves, steering engine, windlass and auxiliaries, all found in good condition. Working parts of engines overhauled & adjusted. Air boilers exam'd over all parts, some found in good condition. Safety valves and mountings exam'd & overhauled.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as 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, or L.M.C. 9.11, 140 lb., F.D., &c.)
 far as seen, is in a good and safe working condition, eligible in my opinion to remain as classed, with fresh record of survey T.S. 11.16 entered in the Register Book now, and ✠ LMC 11.16

Completion of Survey.
 Fees applied for 23 Nov 1916
 Received by me, J.S. Hunter, 6.1.1917 8/11/17
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 1-DEC. 1916 TUE. 13 FEB. 1917
 Referred.

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

W816-0032



Ed No 1 due 10.15 held re ml
BS to be completed on return to UK.

It is submitted that this
vessel WILL BE drydocked
for the record. + LMC/1.16

When the safety valves have
been adjusted.

S 11.16 *JP*

JP
24.11.16

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.



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