

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

JUN 30 1939

29 JUN 1939

(Received at London Office)

Port of HULL  
Date, First Survey And Last Survey 23-6-1939  
(No. of Visits one)

Survey held at Hull  
on the Machinery of the Wood, Iron or Steel K. ARCTIC. PIONEER.

Gross 501 Vessel built at Selby By whom Boehne & Sons Ltd. When 1937 3  
Net 189 Engines made at Hull By whom B.D. Holmes & Co. Ltd When 1937 .3  
Boilers, when made (Main) 1937. (Donkey)

Owners Boyd Line Ltd Owners' Address Hull Voyage Hull  
Managers T. Boyd Port Hull  
If Surveyed Afloat or in Dry Dock LNER. SLIPWAY  
(State name of Dock.) ST ANDREWS DR

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.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1. STM TRAWLER. 10.38		*LMC. 3.37
		T.S. CL.

Periodical 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 dates 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

As a damage report made by anyone else? If so, by whom? no

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? no

What parts of the Boilers could not be thus thoroughly examined? not due at this time

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? no

State latest date of internal examination of each boiler

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

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

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 all the manholes, doors and their fastenings of the Donkey 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 the drain plugs of the Donkey 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 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? no

Has shaft now been changed? no If so, state reasons no 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 23-6-39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft close fit

Is electric light and/or power fitted? yes

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

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

Now done. Vessel placed on slipway. Tailshaft drawn, examined and found satisfactory. Sternbush rewooded. Outside fastenings examined. Owner's new bronze propeller fitted.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as now seen, is in an efficient condition, and eligible in my opinion to remain as classed, and to have record of T.S. CL 6.139.

(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.)

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

Special Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Travelling expenses (if chargeable) £ : : John Douglas. Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 11 JUL 1939

Assigned As now

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002577-002582-0092

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

Propeller renewed

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

True

5.7.39

S. G. 39



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