Rpt. 9.

No. 93204

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

(Received at London Office 28 NOV 1935)

Date of writing Report ..... 19 ..... When handed in at Local Office 26.11. 1935 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book. 19301 Survey held at S. Shields. Date, First Survey 14th Nov. Last Survey 21st Nov 1935. (No. of Visits 5.)

on the Machinery of the ~~Wood, Iron or~~ Steel K. "WHITE PIONEER"

Tonnage { Gross 270 Net 118.

Nominal Horse Power { /

No. of Main Boilers /

No. of Donkey Boilers /

Steam Pressure— in Main Boilers /

in Donkey Boilers /

Vessel built at Aberdeen. By whom J. Lewis & Sons Ld. When 1935.

Engines made at Newcastle. By whom White's Mar Eng Co Ld. When 1935.

Boilers, when made (Main) / (Donkey) /

Owners / Owners' Address (if not already recorded in Appendix to Register Book.)

Managers / Port / Voyage

If Surveyed Afloat ~~or~~ in Dry Dock Middle Docks. (State name of Dock.)

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.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1 9.35 Sth Trawler.		+ LMC 9.35
~~Class contemplated.~~		C1.

Last Report No. ..... Port .....

Particulars of Examination and Repairs (if any) Dkg & Repairs.

(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.)

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? /

" " Donkey " " " /

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(s) Good.

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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft Close fit.

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. Examination made of propeller, after end of stern bush and underwater fastenings.

A new Power Plant flexible coupling has been fitted between turbine and primary pinion. Coupling marked

LLOYD'S 12.11.35 S.O. 32794 P/P. B. 79355 A.E.

The owners have also fitted at this time a new independent feed pump to deal with the feed water when vessel is running slow while trawling (Dawson Downie 4 x 2 3/4 x 5)

A number of other overhaul repairs effected.

Main engines tried under steam on completion of repairs and found satisfactory.

General Observations, Opinion, and Recommendation:— The machinery of this vessel as now seen is in my opinion eligible to remain as classed without fresh record

(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 ✠ LMC CS 3,34, 140 lb., F.D., &c.)

Survey Fee (per Section 29) ..... £ : :

Special ~~Damage or~~ Repair Fee (if any) ..... £ 2 : 2 : 0 (per Section 29.)

Travelling expenses (if chargeable) ..... £ : :

Fees applied for 27 NOV 1935 19

Received by me, 12.12 1935 17/12

Richard Shaw

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 10 DEC 1935

Assigned As now

(The Surveyors are requested not to write on or below the space for Committee's minute.)

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

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

003750-003762-0062

Soaking
Flexible Coupling fitted to turbine Shaft
An additional feed pump fitted.

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

DA
2/10/35

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.