

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

(Received at London Office 28 NOV 1935)

Date of writing Report 1935 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 14 Nov Last Survey 21 Nov 1935 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel K. "WHITE PIONEER"
Tonnage Gross 270 Net 118 Vessel built at Aberdeen By whom J. Lewis & Sons Ltd. When 1935.
Engines made at Newcastle By whom White's Marine Eng Co Ltd. When 1935.
Boilers, when made (Main) (Donkey)
Nominal Horse Power
No. of Main Boilers Owners Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers Managers Port Voyage
Steam Pressure in Main Boilers
in Donkey Boilers
X Surveyed Afloat or in Dry Dock Middle Scales (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) OK & 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? ho 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 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 Close fit.

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

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

Vessel placed in drydock. 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

LLD'S
12.11.35
S.O. 3794 P/A
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 (4x23/4x5)

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

(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, X L.M.C. 9,11, or X L.M.C. 140 lb., F.D., &c.)

as now seen is in my opinion eligible to remain as classed without fresh record

Survey Fee (per Section 28) £ : : Fees applied for 27 NOV 1935

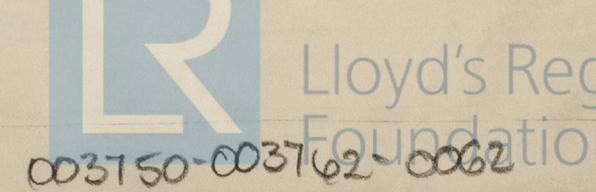
Special Damage or Repair Fee (if any) £ 2 : 2 : 0 (per Section 29.)

Travelling expenses (if chargeable) £ : : Received by me 12.12.35

Committee's Minute TUE. 10 DEC 1935

Assigned As now

Richard Shaw
Engineer Surveyor to Lloyd's Register of Shipping.



003750-003762-0062

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

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

Looking
 Principle completely fitted to
 turbine shaft
 An additional feed pump
 fitted.

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.

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

SA
 2/10/36

RECEIVED
 20 MAR 1936
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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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