

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.

Nominal Horse Power { Engines made at Newcastle By whom White's Marine Eng Co Ltd. When 1935.

No. of Main Boilers { Boilers, when made (Main) (Donkey)

No. of Donkey Boilers { Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers { Managers Port Voyage

in Donkey Boilers { X Surveyed Afloat or in Dry Dock middle soles. (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Skg & Repairs

(Periodical Surveys, when held, must be reported in detail and serialim 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

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 vitae or bearing metal of stern bush and top of after bearing of screw shaft

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 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

4404 D'S
12.11.35 P/E
50.33794
3.79355
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 (4x23/4x3) 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.)

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 29) £ : :

Fees applied for 27 NOV 1935

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

Received by me 12.12.35

Travelling expenses (if chargeable) £ : :

Committee's Minute

TUE. 10 DEC 1935

Assigned

as now

Richard Shaw

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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
 Thruple Coupling fitted to
 turbine shaft
 An additional feed pump
 fitted.

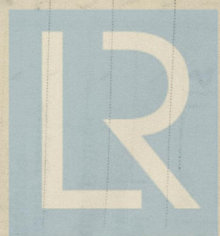
N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

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

SA
 2/10/35

20/10/35
 2/10/35
 2/10/35

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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