

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

(Received at London Office 18 SEP 1935)

Date of writing Report 16/9/35 When handed in at Local Office 17/9/35 Port of NEWCASTLE-ON-TYNE

No. in Survey held at Newcastle-on-Tyne Date, First Survey and Last Survey 12 Sept, 1935
Book. on the Machinery of the Wood, Iron or Steel Trawler "WHITE PIONEER" (No. of Visits)

Name: Gross Vessel built at Aberdeen By whom John Lewis Son Ltd When 1935
Net Engines made at Hellam, Newcastle-on-Tyne By whom White's Marine Eng. Co. Ltd When 1935

Principal Power: Boilers, when made (Main) 1935 (Donkey)

No. of Main Boilers 153 Owners White Trawlers Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Port Voyage

No. of Donkey Boilers Managers
Working Pressure— Main Boilers 220 lb. If Surveyed Afloat or in Dry Dock At Sea
(State name of Dock.)

No. of Donkey Boilers Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Previous Report No. Port

Particulars of Examination and Repairs (if any) Sea Trial

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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.

Where 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.

Has 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?

Did this 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?

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? 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?

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. Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward. If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Messrs. John Lewis Son Ltd. yard No. 134.

Messrs. White's Marine Engineering Co. Ltd. League No. 30.

As advised by the Aberdeen Surveyors in their letter of the 9th inst. attended on board the above vessel and witnessed the sea trials, full speed trials and trawling trials. The same were very satisfactory and the machinery satisfactory.

General Observations, Opinion, and Recommendation:—

(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.)

The above report is for the information of the Committee.

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) £ : :

Committee's Minute TUE. 24 SEP 1935 TUE. 10 DEC 1935

Assigned see NWC 92985

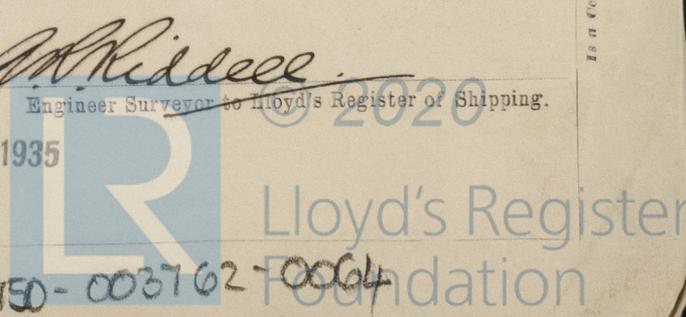
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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

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



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