

Chief Surveyors. 26. 11. 38

Received from Chief Surveyors

12 DEC 1938

SHIP'S NAME T. Lc. "Pioneer"

Report 021

No. 4755

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement." - Extract from Sub-Committee's Report, 24.5.32.

Survey

2nd S.S. No. 1 When due 3. 37

Repairs. Undertaking case.

S.S. due 11.38

The class is subject to a bower anchor being placed on board on the ship's return to the U.K. from Norway (May 1935) ^{since} and to defective rivets being renewed at the Owners' earliest convenience.

This whale oil tanker was examined in a floating dock in March 1936 with a view to a specification of repairs being drawn up.

A large number of indented plates which were noted, require to be dealt with also leakage in a number of cargo tanks.

Nothing was done at that time as it was not then decided whether the vessel, which was then laid up, would be repaired or broken up.

The Surveyors recommended that all necessary repairs be effected before the vessel was recommissioned.

When the case received consideration in July of that year, action was deferred for repairs, and pending a decision as to the vessel's future.

The 2nd S.S. No. 1 became due 3.37 and, the tanker continuing to be laid up, the Owners in due course furnished the usual undertaking.



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"PIONER"

Action has been deferred from time to time.

The Oslo Surveyors now write that the Owners are contemplating selling the vessel, and it may be proposed to take her to Danzig or another port.

The year of grace expired 3,38.

Apart from the Survey in a floating dock in March, 1936 when no repairs whatever were carried out, the vessel was last docked for condition survey in November, 1934.

It is submitted the Oslo Surveyors be informed that the class could be left undisturbed ^{& an interim certificate issued} for the proposed voyage in ballast and in tow, provided the vessel be examined in dry dock, any necessary repairs effected and she be found or placed in good and efficient condition for this voyage;

*The S.S. should be held 30.11.38
+ any pumps which may be required
during the voyage examined &
tested under working conditions*

DA 1/12/38



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