

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

(Received at London Office 18 APR 1931)

on bridge deck
deck under the
held at Tønsberg
Machinery of the Wood, Iron or Steel
Vessel built at Rødby Havn
Engines made at Stockholm
Boilers, when made (Main)
Owners A/S Pioner
Managers A.W. Nordstrøm & Kr. Gjølborg
If Surveyed ~~in~~ Dry Dock Yes.
(State name of Dock.) Kaldnes mek. Verksted
3414 a Port Oslo

When handed in at Local Office 15/4 31
Port of Oslo
Date, First Survey 16/1 Last Survey 8/4 19 31
(No. of Visits 5)
By whom Akt. Rødby Havns Jernskibsværktøj 1920 7
By whom Aktieb. Atlas Diesel When 1920
(Donkey) NDB(P) Made 95 refitted 30
Owners' Address Oslo
(if not already recorded in Appendix to Register Book.)
Port Oslo Voyage
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 elapsed now expired.	Machinery and Boiler Surveys (Including date of N.B., if any)
+100 A1		+NE5, 25
2, 30		+IMC9, 28
ss Sea No. 2-28		DBS2, 30
Campyline oil & whale oil in bulk		15 (00) P. 9.28 5N 9.28 NDB(P) made 95 refitted 30 Oct Eng.

Examination and Repairs (if any) Repair DBS.

held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and the body of the report, should be briefly summarised at the end of the report. State also the letters respecting this case.

the Surveyor has not made a special damage report he is required to state whether he for this purpose, and why they were declined?

made by anyone else? If so, by whom?

go inside each Main Boiler separately and make a thorough examination at this time?

Donkey "

for what reasons?

ers could not be thus thoroughly examined?

the absence of internal examination, were adopted by the
If of the thorough efficiency of those parts of each Boiler?

he Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? 100 & 150 lb.

ll the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

he drain plugs of the Main Boilers?

, and of the Donkey Boiler?

ll the mountings of the Main Boilers?

, and of the Donkey Boiler?

drawn and examined? yes, port Is it fitted with continuous liner? no

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

ed? yes If so, state reasons won

een previously used? no Has it a continuous liner? no

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

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

just clearance

te, state what arrangements have been made for its completion and what remains to be done complete.

placed in drydock, the port screw shaft drawn and examined.

nd the liner in after bearing found worn.

shaft fitted and the liner in after bearing renewed.

partly opened up and specially examined the electric welding to the port bed plate

framing and to nos. 1, 2 & 4 pistons of the port engine and to no. 4 piston of the stb,

und same in order.

mined the gudgeon pin of no. 4 stb, piston and the coupling between the propeller and

of the port engine. The porosity in way of the flange found of practically no im-

we therefore recommended that the recommendation be removed from the special reasons.

nkey boiler opened cleaned and carefully examined internally and externally, Manholes

valves and fastenings and all other mountings examined.

tions, Opinion, and Recommendation:—

ation, 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 required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, B.A.S. 9, 11, or L.M.C. 9, 11,

Is vessel's machinery to remain as now classed in the Register Book with notation

rt screw shaft N 4, 31 and to have her name removed from the special reasons List.

Kr. 55.-

Fees applied for
13/4 19 31

Received by me,
6.7.1931

TUE. 5 MAY 1931

TUE. 26 APR 1931
FRI. 28 APR 1931

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Both Donkey boilers examined under steam pressure and the safety valves set to 100 lbs. per sq. inch respectively.

N.B.—If this Report is copied by copying Press, special 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.



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