

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

(Received at London Office 18 APR 1931)

held at Tønsberg Date, First Survey 16/1 Last Survey 8/4 19 31  
When handed in at Local Office 13/4 19 41 Port of Oslo (No. of Visits 5)

Machinery of the Wood, Iron or Steel M/S "PIONER"  
Vessel built at Rødby Havn By whom Akt. Rødby Havns Jernskibsverft When 1920 7  
Engines made at Stockholm By whom Aktieb. Atlas Diesel When 1920  
Boilers, when made (Main) (Donkey) NDB(P) Made 95 refitted 30  
Owners A/S Pioner Owners' Address Oslo  
Managers A.W. Nordstrøm & Kr. Gjølberg (if not already recorded in Appendix to Register Book.)  
Port Oslo Voyage

If Surveyed in Dry Dock Yes. Kaldnes mek. Verksted  
(State name of Dock.)  
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. Date of Special Survey, Date of last Survey and of Periodical Surveys.	Years and months 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
<i>Campignoning oil &amp; whale oil in bulk.</i>		<i>15 (09) P. 28 SN 9.28.</i>
		<i>NDB (P) made 95 refitted 30</i>
		<i>Out Eng.</i>

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 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 " " " yes

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? yes, and of the Donkey Boilers? yes  
ne drain plugs of the Main Boilers? yes, and of the Donkey Boiler? now

ll the mountings of the Main Boilers? yes, and of the Donkey Boiler? yes  
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 none  
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 vita or bearing metal of stern bush and top of after bearing of screw shaft just clearance  
ts, 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 moutnings 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  
quired to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,11, B.&N.S. 9,11, or L.M.C. 9,11,

ls 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.

Fees applied for Kr. 55.- 13/4 19 31  
Received by me, 6.7.31

TUE. 5 MAY 1931  
FRI. 28 APR 1931  
Engineer Surveyor to Lloyd's Register of Shipping.



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

SEE LIMITATION LIST:

CERTIFICATE WRITTEN

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

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