

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

(Received at London Office 23 DEC 1933)

Date of writing Report 20/12 1933 When handed in at Local Office 20/12 1933 Port of Oslo
 No. in Book Survey held at Oslo Date, First Survey 1/12 Last Survey 11/12 1933
 (No. of Visits 3)

29 on the Machinery of the Wood, Iron or Steel M/S "PIONER"
 Gross 1767 Vessel built at Rödny Havn By whom Alt. Rödny Havns Hærskibsværft When 1920 7
 Net 1015 Engines made at Stockholm By whom Akties Atlas Diesel When 1920
 Main Power 282 Boilers, when made (Main) (Donkey) NDB (P) made & refitted 30
 Main Boilers Owners A/S Pioner Owners' Address Oslo (if not already recorded in Appendix to Register Book.)
 Donkey Boilers 2 Managers W. Norström & Kr. Gjölberg Port Oslo Voyage
 Main Boilers 150 If Surveyed Afloat or in Dry Dock fl. dock Particulars of Classification (which must be inserted
 Donkey Boilers 100 (State name of Dock.) Nylands Verksted precisely as in Register Book & Supplements).

| CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. | Years elapsed since last survey. | Machinery and Boiler Surveys (including date of N.B., if any). |
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| +100 A1 3.33 | | +NE 5.25 |
| 4.32 | | +IMC 5.30 3.33 |
| ss Osl. No. 3-2.30 | | BBS 4.32 3.33 |
| 3.33 | | Pr. B 3.33 |
| Carrying whale oil in bulk | | 08.12.32 |
| | | NDB (P) made |
| | | 95 refitted 30 |
| | | Oil Fug |

Particulars of Examination and Repairs (if any) N.B. & P.B.
 Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.
 In cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined.
 Has a damage report made by anyone else? If so, by whom?
 Has the Surveyor personally gone inside each Main Boiler separately and make a thorough examination at this time?
 " " Donkey " " "
 If 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?
 Latest date of internal examination of each boiler 1/12.33.
 Has the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
 Has the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? 150 & 100 lb. imp.
 Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?
 Has the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?
 Has the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?
 Has the 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 the 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 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.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.
 This vessel placed in floating dock and the screw shaft, stern tubes, and propellers examined in position.
 Both Donkey Boilers opened cleaned and carefully examined internally and externally. Manholes, doors and fastenings, safety valves and all other mountings examined.
 Main boiler examined under steam pressure and the stb. donkey boiler safety valves set to 100 lbs. per sq. inch and the port do. to 150 lbs. per sq. inch.
 Press boilers (8 off) and 2 whale oil apparatus opened up and examined internally with valves closed and found in order, see attached reports no. 4201 and 4200 & a.
 Repairs now effected:- No. 2 & 3 cylinders port engine renewed (worn)
 Air pumps opened and cleaned. Crossheads and crank bearings overhauled.
 P. air coolers cleaned and tested. The thrustring overhauled. The cooling pumps overhauled.
 Pipe from the ballast pump to the sea valve renewed. Steam piston and springs for feed pump renewed.

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, E.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 150 lb., F.D., &c.)
 Recommend this vessel's machinery to remain as now classed in the Register Book with notation N.B. 12.33 Pr. B. 12.33.

Fee (per Section 29) Kr. 60. Fees applied for 19/12 1933
 Donkey boiler fee (if any) £ 110. Received by me, 29.8.1934
 Working expenses (if chargeable) £
 Committee's Minute TUE 2 JAN 1934 TUE. 1 JAN 1935
 Signed D.B.S. 12.33 FRI 30 APR 1937
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 W413-0131

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