

# 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

Survey held at Oslo Date, First Survey 1/12 Last Survey 11/12 1933 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel *Turner & Co.* M/S "PIONER"

Gross 1767 Vessel built at Rødny Havn By whom *Alt. Rødby Havns Hærskibsværft* When 1920 7  
Net 1015 Engines made at Stockholm By whom *Akties Atlas Diesel* When 1920

Boilers, when made (Main) (Donkey) *NDB (P) made & refitted 30 5 1920*

Owners *A/S Pioneer* Owners' Address *Oslo* (if not already recorded in Appendix to Register Book.)

Manager *W. Norström & Kr. Gjølberg* Port *Oslo* Voyage

If Surveyed Afloat or in Dry Dock *fl. dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

(State name of Dock.) *Nylands Verksted*

Report No. Port

Particulars of Examination and Repairs (if any) *NDB. P. B.*

Medical 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 the details of the latter 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 referred his services for this purpose, and why they were declined.

A damage report made by anyone else? If so, by whom? *Yes*

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*

Donkey " " " " *Yes*

was not done, state for what reasons? *Yes*

What parts of the Boilers could not be thus thoroughly examined? *Yes*

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? *Yes*

Latest date of internal examination of each boiler *12.33*

Surveyor examine the Safety Valves of the Main Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *150 & 100 lbs. imp.*

Surveyor examine the Safety Valves of Donkey Boiler? *Yes* To what pressure were they afterwards adjusted under steam? *150 & 100 lbs. imp.*

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Yes* and of the Donkey Boilers? *Yes*

Surveyor examine the drain plugs of the Main Boilers? *Yes* and of the Donkey Boiler? *Yes*

Surveyor examine all the mountings of the Main Boilers? *Yes* and of the Donkey Boiler? *Yes*

Screw shaft now been drawn and examined? *Yes* Is it fitted with continuous liner? *Yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *Yes*

Screw shaft now fitted been previously used? *Yes* Has it a continuous liner? *Yes* Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? *Yes*

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.

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.

Both 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.

Observations, Opinion, and Recommendation:-

I recommend this vessel's machinery to remain as now classed in the Register Book with notation

*NDB 12.33 Pr. B. 12.33.*

Fee (per Section 29) *Kr. 60.* Fees applied for *19/12 1933*

Ess. boilers (if any) *Kr. 110.* Received by me, *29.8.34*

Expenses (if chargeable) *£* Committee's Minute *TUE 2 JAN 1934*

igned *DRS 12.33* *B. B. 12.33* *TUE 1 JAN 1935* *TUE. 21 JUL 1936* *FRI 30 APR 1937*

CERTIFICATE WRITTEN *W413-0131* *Lloyd's Register Foundation*

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

Is a Certificate required? If so, to be sent to *His office*