

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

(Received at London Office

4 JUN 1931

)

Date of writing Report 1-6-1931 When handed in at Local Office 19

Port of Rotterdam

No. in Reg. Book. Survey held at Schiedam

Date, First Survey 12-5-31 Last Survey 22-5-1931

No. of Visits 2

01012 on the Machinery of the ~~Wood Iron or Steel~~ S/S. PEARL SHELLTonnage { Gross 5834  
Net 3465

Vessel built at Wilmington, Del By whom Harlan &amp; Hollingsworth Co. When 1916 -12

Nominal Horse Power 537

Engines made at By whom When 1916

No. of Main Boilers 3

Boilers, when made (Main) 1916 (Donkey)

No. of Donkey Boilers

Owners Schiedam by La Loma Owners' Address The Hague

Steam Pressure in Main Boilers 100 lb

Managers Port The Hague Voyage

in Donkey Boilers

If Surveyed ~~at sea~~ or in Dry Dock Wilton's Dock

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) Damaged BS

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Yes.

Was a damage report made by anyone else? If so, by whom? Yes.

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

Do. " Donkey " " "

If this was not done, state for what reasons? Yes.

And what parts of the Boilers could not be thus thoroughly examined? All parts accessible.

Also 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.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 100 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes. To what pressure were they afterwards adjusted under steam? Yes.

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. , and of the Donkey Boiler? Yes.

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler? Yes.

Has 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.

Has shaft now been changed? Yes. If so, state reasons Yes.

Has the 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.

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Lignum vitae removed.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

This vessel is reported to have had a rope in her propeller on the 14<sup>th</sup> of Dec 1930. whilst entering the Harbour of Rost.

Vessel placed in dry dock, screw shaft drawn, examined and found good.

Stem bush flange worn down, washers built up for refastening, examined and found good.

Propeller damaged at tips, tips cut off and blades dressed up.

Main boilers examined internally and externally, their mountings and fittings and found in good condition.

General Observations, Opinion, and Recommendation:— The machinery being now

(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, B.S. 0,11, B.&M.S. 0,11, or S.L.M.C. 0,11, 140 lb., F.D., &c.)

in a good condition I am of opinion that the vessel is eligible

to remain as classed with fresh record of BS 5-31 and notation

of T.S. seen 5-31.

Survey Fee (per Section 29) £ 62.50

Special Damage or Repair Fee (if any) £ 25.00

Travelling expenses (if chargeable) £ 1.00

Committee's Minute

Assigned

FRI. 12 JUN 1931

BS 5-31

CERTIFICATE WRITTEN 18.6.31

Is a Certificate required? If so, to be sent to the Owners address

W203-025

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation