

Report of Survey for Repairs, &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 10 Port of Rotterdam

No. in Reg. Book Survey held at Schiedam Date, First Survey 12-5-31 Last Survey 22-5-1931 of Visits 2

01012 on the Machinery of the Wood Iron or Steel S/S. PEARL SHELL

Tonnage { Gross 5834 Net 3405 Vessel built at Wilmington, Del By whom Harlan & Hollingsworth Co. When 1916

Nominal Horse Power { 537 Engines made at By whom When 1916

No. of Main Boilers 3 Boilers, when made (Main) 1916 (Donkey) By whom When 1916

No. of Donkey Boilers 1 Owners Petroleum Coy. La Loma Owners' Address The Hague (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 100 lb Managers Port of the Hague Voyage

in Donkey Boilers 1 If Surveyed at sea or in Dry Dock Wilsons Dock (State name of Dock.)

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

Last Report No. Port

Particulars of Examination and Repairs (if any) See p 105

(Periodical Surveys, when held, must be reported in detail and seriatim 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

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned, none expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100A1-0,30</u>		<u>+L17C 0,10</u>
<u>Carrying petroleum in bulk</u>		<u>B.S. 4,19</u>
<u>SS ROT. NO. 1-0,10</u>		<u>T.S. Allen 0,10</u>
		<u>(2)</u>
		<u>Fitted for Oil Fuel 11-16</u>
		<u>Flash Point above 150° F.</u>

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 renewed.

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 14th of Dec 1930. whilst entering the harbour of Rosh.

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

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

Survey Fee (per Section 29) £ 62.50

Special Damage or Repair Fee (if any) (per Section 29.) £ 25.00

Travelling expenses (if chargeable) £ 1.00

Fees applied for 4/6 19 31

Received by me, 19

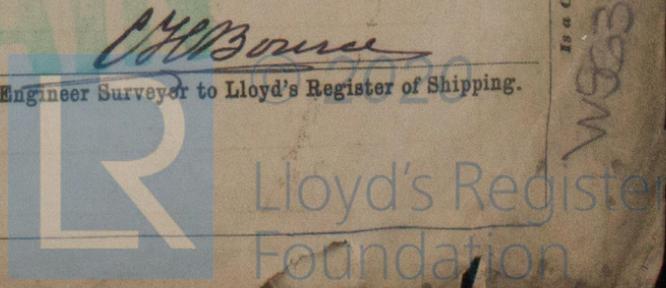
Committee's Minute FRI. 12 JUN 1931

Assigned BS 5-31

W. H. B. Brouse
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 27 MAY 1931

CERTIFICATE WRITTEN 18.6.31.



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

Is a Certificate required? If so, to be sent to the Bureau advised.

W 203-025