

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

(Received at London Office TUE. MAR. 25 1913)

Date of writing Report 20/3/13 When handed in at Local Office 20/3/13 Port of Hull

No. in Reg. Book 46 Survey held at Hull Date, First Survey Feb 7 Last Survey Mar 13 1913
(No. of Visits 5)

on the Machinery of the Wood, Iron or Steel S.K. "PAMELA" Master _____

Tonnage { Gross 331 Vessel built at Durley By whom Coot, Widdow & Gemmill Ltd When 1911 8.
Net 142

Registered Horse Power 84 Engines made at Hull By whom Ones & Smith Ltd When 1911

No. of Main Boilers 15.3 Boilers, when made (Main) 1911 (Donkey) ✓

No. of Donkey Boilers ✓ Owners Wm & Wm Crawshaw & Co Ltd Port Hull Voyage Fishing

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock St. Andrews
(State name of Dock.)

in Donkey Boilers ✓

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

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

(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 summarized at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year and Month inspected.	Machinery and Boiler Surveys (including date of N.E., if any).
<u>100 A.1. Slip Transm.</u>		<u>1.11.11, 8.11.</u>
<u>11</u>		

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, but required Was a damage report made by anyone else? If so, by whom? Sub Surveyor -

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " Yes

If this was not done, state for what reasons? Not due for survey.

And what parts of the Boilers could not be thus thoroughly examined? _____

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? _____

Did the Surveyor examine the Safety Valves of the Main Boiler? _____ To what pressure were they afterwards adjusted under steam? _____

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

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

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

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

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? Yes. or two liners? _____ or is it without liners? _____

Has shaft now been changed? No. If so, state reasons _____

Is the shaft now fitted new? _____ Has it a continuous liner? _____ or two liners? _____ or is it without liners? _____

State the distance between lignum vite of stern bush and top of after bearing of screw shaft? Close (bush worn out)

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

Damage stated to have been sustained by grounding about one mile north of Aberdeen Pier on 17th January 1913 -

Vessel placed upon the survey. Examined the propeller, fastenings of the stem bush, the sea connections & their fastenings, discharge valves, & the bilge injection valves. Found or made good.

Examined the cylinders, pistons, valves, crank & thrust shafting, pumps, condensers, valves, suction & found or made good -

Damage repairs:

Condenser tubes cleared out on water side -

Sea connections, discharges, & bilge injection valve found in & refitted -

Main injection & sea suction pipes removed, cleared, & refitted -

Main steam pipe removed, annealed, tested, & refitted.

General Observations, Opinion, and Recommendation: - The machinery of this vessel, as
(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, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., E.D., &c.)

far as seen is now in good working condition, despite in my opinion to remain as classed & to have record of T.S. 2.13 in the Register Book & to have her name deleted from the Special Reasons List.

Survey Fee (per Section 28) £ : : Fees applied for 20/3/13

Special Damage or Repair Fee (if any) £ 1 : 1 : 0 nr

(per Section 28.)

Travelling Expenses (if chargeable) £ : : Received by me 22/3/13

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute WED. MAR. 26 1913

Assigned as now



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

Is a Certificate required? If so, to be sent to

W816-0114

25983

Propeller shaft examined in lathe, trim skimmed up & coupling faced, shaft replaced.

Two propellers fitted.

Stem bush removed & stem flange repacked.

Stem tube removed & replaced in new stem frame in this

On completion of repairs engine tried under steam satisfied only

J. H. [Signature]

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Due to Damage. Saw Map Room & minor
Repairs done

It is submitted that
this vessel is eligible to
remain as CLASSED.

M. S. -
25.8.13.

5.3.13.



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