

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)

46 on the Machinery of the Wood, Iron or Steel S.K. "PAMELA" Master YEAR. MONTH.
1911 8

Tonnage { Gross 331 Vessel built at Bradley By whom Croft, Widdow & Gemmell Ltd When 1911
Net 142 Engines made at Hull By whom Ones & Smith Ltd When 1911

Registered Horse Power 84 Boilers, when made (Main) 1911 (Donkey) ✓

No. of Main Boilers 15.3 Owners Anglo-Siam Trading Co. Ltd Port Hull Voyage Fishing

No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock St. Andrews
(State name of Dock.)

Steam Pressure in Main Boilers 200 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers ✓

Last Report No. PortParticulars 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 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, but required Was a damage report made by anyone else? If so, by whom? but Surveyor -

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

No. " Donkey " " " Top

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 unrotated)

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 14th January 1913 -

Vessel placed upon the slipway. Examined the propeller, fastenings of the stern bush, the sea connections & their fastenings, discharge valves, & the bilge injection valve. 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 now 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) £ : : 20/3/13 Fees applied for 20/3/13
Special Damage or Repair Fee (if any) £ 1 : 1 : 0 NR
(per Section 28.)
Travelling Expenses (if chargeable) £ : : 25/3/13 Received by me 25/3/13

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

Committee's Minute WED. MAR. 26 1913Assigned as now

25983

Propeller shaft examined in lathe, then skimmed up & coupling faced,
shaft replaced.
New propeller fitted.
Stern bush retouched & stern flange repacked.
Stern link removed & replaced in new stern frame in this —
On completion of repairs engines tried in dry dock satisfactorily.

J. H. [unclear]

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 CEASED.

M. S. -
25.8.13.

5.3.13.



© 2021
Lloyd's Register
Foundation