

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

(Received at London Office, 18 SEP 1939)

Date of writing Report 13/9 1939 When handed in at Local Office 1939 Port of Helsingfors.

No. in Reg. Book. Survey held at Helsingfors Date, First Survey 31/8 Last Survey 5/9 1939

34383 on the Machinery of the ~~Wood, Iron or Steel~~ Iron Steamer "SUOMEN POIKA" (No. of Visits 3)

Tonnage } Gross 1099 Vessel built at Helsingfors By whom Landvikens Skeppad. & M.V. When 1921-11

Net 562 Engines made at Helsingfors By whom " " When 1921

Nominal Horse Power 128 Boilers, when made (Majr) 1921 (Donkey) ✓

No. of Main Boilers 2 Owners Finsha Angf. Aktieh. Owners' Address Helsingfors

No. of Donkey Boilers 1 Managers (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 180 lbs. Port Helsingfors Voyage

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock in Dry Dock (State name of Dock.) Landvikens Skeppad.

Last Report No. Port

Particulars of Examination and Repairs (if any) BS. & T.S.

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

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

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

" " Donkey " " " none fitted

If this was not done, state for what reasons?

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?

State latest date of internal examination of each boiler Starke B. 1/9, Port B. 4/9-39

Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lbs

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? Yes. , and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? none fitted , and of the Donkey Boilers? ✓

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

Has screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? no If so, state reasons

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

State date of examination of Screw Shaft 1/9-39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3.5 m/m

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

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

The both boilers cleaned and examined and the safety valves adjusted under steam as above.

The Tail shaft drawn and examined.
All sea valves and coxles opened and examined.
The propeller with fastenings examined.

General Observations, Opinion, and Recommendation:— The machinery of this

(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. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or & L.M.C. 140 lb., F.D., &c.)

vessel is worthy in my opinion to remain as now classed in the Register Book with fresh record of B.S. 9.39 and "Tail shaft seen" 9.39.

Survey Fee (per Section 29) £ 5 : 0 : 0 Fees applied for 13/9 1939

Special Damage or Repair Fee (if any) £ : : Received by me, 13/9 1939

Travelling expenses (if chargeable) £ : :

Committee's Minute FRI 22 SEP 1939

Assigned

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Roller shaft bearings held

It is submitted that
this vessel is eligible for
THE RECORD.

CS 939

29.39

SP

20/9/39



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