

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

(Received at London Office)

27 SEP 1939

Date of writing Report 20th Sept 1939 When handed in at Local Office 25th Sept 1939 Port of Glasgow
 No. in Reg. Book 31218 Survey held at Glasgow Date, First Survey + Last Survey 20th Sept 1939
 on the Machinery of the Wood, Iron or Steel Twin S.M.V. "PAJALA" (No. of Visits 1)

Tonnage } Gross 6873 Vessel built at Göthenburg By whom A. B. Sjöström When 1924-10
 Net 3655 Engines made at do By whom do. When 1924
 Nominal Horse Power } 629 Boilers, when made (Main) (Donkey) 1924
 No. of Main Boilers ✓ Owners Hafslund Grängesberg-Industri AB Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers M. Waldenström Port Stockholm Voyage
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Rothway dock. (State name of Dock.)
 in Donkey Boilers 100 lbs.

Last Report No. 4934 Port Mtl
 Particulars of Examination and Repairs (if any) C.S.

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100 A.I. Shells dh with plate 12.38		+ L.M.C C.S. 1.38
SSB N°3 - 1.38		11.36.
		D.B. 7.39
		T.S.(O.G.) 12.37.

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.

Where a 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? -
 " " Donkey " " " No

When this was not done, state for what reasons? not done

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 - Present condition of funnel(s) -
 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 Boilers? -
 Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -
 Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

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

Has shaft now been changed? - If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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 - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. -
 Is electric light and/or power fitted? -

Engine parts, when referred to by numbers, should be counted from forward.
 So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

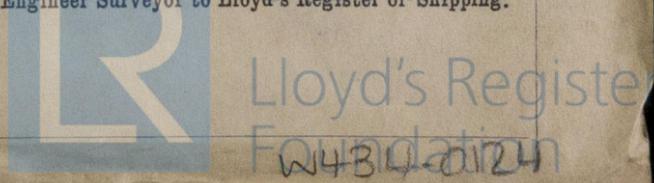
If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done It was stated that the C.S will be further advanced as opportunity offers.

Now done for C.S. The following parts of machinery opened up, examined, and found in safe working condition:-
Starboard Main Engine N°475 Connecting Rods with top end Brasses and pins. N°1 Bottom end Brasses & pin.
Port Main Engine N°1, 245 Connecting Rods with top end Brasses and pins. N°6 Bottom end Brasses & pin.
Both M.E Thrust Shaft and Thrust Block

General Observations, Opinion, and Recommendation:— The machinery so far as seen is in safe working condition and it is recommended that the record of +L.M.C.(C.S.) with date made in the Register Book in the case of this vessel when the Survey has been completed
 (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. 120 lb., F.D., &c.)

Survey Fee (per Section 29).....	£ 2: 2: -	Fees applied for	19
Special Damage or Repair Fee (if any).....	£ : : -	Received by me,	19
Travelling expenses (if chargeable).....	£ : : -		

Committee's Minute GLASGOW 26 SEP 1939
 Assigned As now
 S. H. McDonald, 2019
 Engineer Surveyor to Lloyd's Register of Shipping.



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

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

30th Sept 1882
The following is a report of the survey made on the 25th Sept 1882 of the engines and boilers of the ship "Patria" owned by the Messrs. A. B. & Co. of London.

The engines and boilers were found to be in good order and no repairs were considered necessary at present. The water level in the boiler was found to be correct and the pressure in the engine was found to be normal. The following is a list of the items inspected:

- Engines
- Boilers
- Water level
- Pressure
- Water level
- Pressure

The machinery is in good order and no repairs were considered necessary at present. The water level in the boiler was found to be correct and the pressure in the engine was found to be normal.

W. H. B. 1882

