

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 9th 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 Tug S.M.V. "PAJALA" (No. of Visits 1)
 Tonnage } Gross 6873 Vessel built at Göthenburg By whom A.B. Sjöström Year. Month. 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 Trafikaktiet 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 Röthyng dock.
 in Donkey Boilers 100 lbs. (State name of Dock.)

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

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.

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 " " " " NoIf this was not done, state for what reasons? not doneAnd 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 -

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.

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

Is electric light and/or power fitted? -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 placed in safe working condition:-

Starboard Main Engine No 4 & 5 Connecting Rods with top end Brasses and pins. No 1 Bottom end Brasses & pin.

Port Main Engine No 1, 2 & 5 Connecting Rods with top end Brasses and pins. No 6 Bottom end Brasses & pin.

Both M.E Thrust Shaft and Thrust Block

Ed
19/39

General Observations, Opinion, and Recommendation:— The machinery so far as seen is in

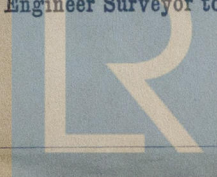
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 2, 11, B.&M.S. 2, 11, L.M.C. 2, 11, or L.M.C. 120 lb., F.D., &c.)

safe working condition and it is recommended that the record of +L.M.C. (C.S.) with date be made in the Register Book in the case of this vessel when the Survey has been completed

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 1939Assigned As now

B. H. McDonald 2019
 Engineer Surveyor to Lloyd's Register of Shipping.



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

31st Sept 21
37 Port of Liverpool
To the Hon. Secy. of the Admiralty
From the Surveyor-General
The following is a report of the survey of the engines and boilers of the ship "H.M.S. "Patriot" (No. 101) on the 31st Sept 21.

The engines and boilers of the ship "H.M.S. "Patriot" (No. 101) were surveyed on the 31st Sept 21. The survey was conducted by the Surveyor-General, who was assisted by the following officers: [illegible]. The survey was conducted in accordance with the regulations of the Admiralty, and the results are given in the following report.

The engines and boilers of the ship "H.M.S. "Patriot" (No. 101) were found to be in good order, and no repairs were required. The survey was conducted in accordance with the regulations of the Admiralty, and the results are given in the following report.

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