

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

(Received at London Office 12 SEP 1939)

Date of writing Report 28th Aug 1939 When handed in at Local Office 28th Aug 1939 Port of Montreal

No. in Reg. Book 31218 Survey held at Montreal Date, First Survey 18th Aug 1939 Last Survey 18th Aug 1939
(No. of Vessels 1)

on the Machinery of the Wood, Iron or Steel Twin Screw "Sajala"

Tonnage { Gross 6873 Vessel built at Göteborg By whom A.B. Götaverken Year. Month. 1924/10
Net 3655 Engines made at " By whom " When 1924-

Nominal Horse Power 629 Boilers, when made (Main) (Donkey) 1924.

No. of Main Boilers 1 Owners Grafhskärs Grängesberg-Oxelösund Owners' Address "

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

Steam Pressure in Main Boilers 1 N Surveyed Afloat or in Dry Dock Sec. #71 Port Göteborg Voyage "

in Donkey Boilers 100 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 6815 Port BalParticulars of Examination and Repairs (if any) Sec. (6.1)

(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 " " " " Not done

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 ✓

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? 100 lbs.

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? ✓

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? ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has 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 Part Continuous Survey

Now done: Star Engine # 2, 3, 4 & 5. Connecting rods, bottom end brasses and crank pins

" " Port Engine # 1, 2, 3 & 5 Connecting rods, bottom end brasses and crank pins

" " opened up and examined and all found in good condition.

" " Donkey boiler safety valves adjusted under steam to 100 lbs. per sq. inch and noted thickness of washers.

General Observations, Opinion, and Recommendation:— This vessel's machinery is in good

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

CS 3, 34.

Condition, eligible in my opinion to remain as classed with record of + 2.7 C. (C.D.) with date on completion of the survey. Donkey boiler safety valves adjusted under steam.

Survey Fee (per Section 29) £ 30 00

Fees applied for

19 Aug 1939

Special Damage or Repair Fee (if any) £ 4 00

(per Section 29.)

Travelling expenses (if chargeable) £ 4 00

Received by me, Geo. Allan

19

Committee's Minute

19 SEP 1939

Assigned

C.S.
1:38

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W434-0147