

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

(Inserted at London Office)

JUN 20 1939

Date of writing Report 17/6 1939 When handed in at Local Office 17/6 1939 Port of Helsingfors

No. in Reg. Book. 86099 Survey held at Helsingfors Date, First Survey 17/5 Last Survey 30/5 1939
(No. of Visits 10)

39 on the Machinery of the Wood, Iron or Steel See Steamer "WALMA"

Tonnage { Gross 1361 Vessel built at Campbelltown By whom Campbelltown S.B. Co. Year. Month. 1908-1
Net 791 Engines made at Glasgow By whom Hutton & Sons When 1908

Nominal Horse Power 1381 Boilers, when made (Main) 1908 (Donkey) 1908

No. of Main Boilers 1 Owners Ab. Baltic Lloyd Line Ltd. Owners' Address Helsingfors
(If not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers H. J. Jansson Port Helsingfors Voyage

Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Afloat
(State name of Dock.)

in Donkey Boilers 100 lbs

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

Last Report No. PortParticulars of Examination and Repairs (if any) L.M.C.

(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? Yes

" " " " " "

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

Did the Surveyor examine the Safety Valves of the Main Boiler?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YesDid the Surveyor examine the drain plugs of the Main Boilers? none fittedDid the Surveyor examine all the mountings of the Main Boilers? YesHas screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? YesHas shaft now been changed? Yes If so, state reasonsHas the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? YesState date of examination of Screw Shaft 25/5-39 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.

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 The donkey boiler and all sea cocks and valves are to be examined.

The main boiler cleaned and examined and the safety valves adjusted under steam as above. The cylinders, pistons, slide valves, valve casings, all covers and rods, cranks, thrust and tunnel shafting, engine framing, condenser, all pumps, pipes and bidge connections examined. All main and auxiliary steam pipes above 3" in diam. tested as per rules.

Repairs now effected:—

136 plain tubes of the main boiler renewed.H.P. slide valve rebored and slide rings renewed.General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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., E.D., &c.)

is eligible in my opinion to remain as now classed in the Register Book with fresh record of L.M.C. 5.39 when this survey has been completed.

Survey Fee (per Section 29) £ 10 0 0 Fees applied for 17/6 1939
Special Damage or Repair Fee (if any) £ : :
(per Section 29.)
Travelling expenses (if chargeable) £ : :
Received by me, 17/6 1939

Committee's Minute

Assigned

Deferred

Thom. J. Jansson 2019
Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W451-0111

H.P. piston rings renewed.

H.P. slide rod skimmed in lathe.

One F.P. eccentric ring renewed.

The engine feed plungers renewed.

L.P. piston rod. skimmed in lathe, gland and neck bushes renewed.

The crank shaft lifted, skimmed in lathe The bottom main bearings fitted with new white-metal

The thrust shaft lifted and skimmed in lathe

The donkey pump renewed.



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