

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

(Received at London Office JUL 25 1938)

Date of writing Report 21/7 '38 When handed in at Local Office Port of Helsingfors

No. in Reg. Book. Survey held at Helsingfors Date, First Survey 3/6 Last Survey 13/6 1938
 24468 on the Machinery of the Wood, Iron or Steel St. Steamer "EQUATOR" (No. of Visits 4)

Tonnage { Gross 3985
 Net 2415 Vessel built at W. Hartlepool By whom Furness, Withy & Co. Ltd. When 1901-4

Nominal Horse Power 374 Engines made at Hartlepool By whom Richardsons, Westgate & Co. When 1901
 (Donkey) none fitted

No. of Main Boilers 3 Owners Finland-America Line Owners' Address Helsingfors
 (if not already recorded in Appendix to Register Book.)
 Port Helsingfors Voyage

No. of Donkey Boilers 1 Managers ✓
 Steam Pressure in Main Boilers 180 lbs
 in Donkey Boilers ✓

If Surveyed Afloat or in Dry Dock In dry dock
 (State name of Dock.) Sandvikens Skeppsdocha

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

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) BS.

(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

" " Donkey " " " ✓

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 Tort + Centr. Boilers 3/6 + S.B. Boiler 9/6 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? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 4/6 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 4 1/2 in

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? ✓

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 Complete

The boilers cleaned and examined and the safety valves adjusted under steam as above.
 One combustion chamber stay of the S.B. boiler renewed.
 All sea cocks and valves examined.
 The screw shaft drawn and examined.
 The propeller with fastenings examined.

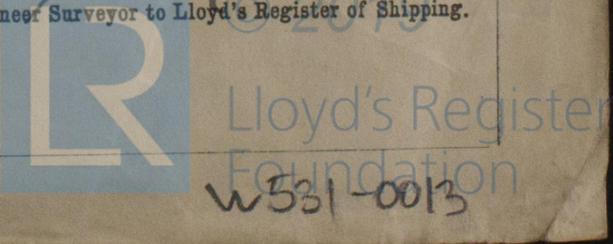
General Observations, Opinion, and Recommendation:— The machinery of this vessel (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 9, 11, E.S.M.S. 9, 11, L.M.C. 9, 11, or E.L.M.C. 140 lb., F.D., &c.)
 is worthy in my opinion to remain as now classed in the Register Book with fresh record of BS. 6.38 and "Tail Shaft seen" 6.38.

Survey Fee (per Section 29) £ 8 : 0 : 0
 Special Damage or Repair Fee (if any) £ : :
 Travelling expenses (if chargeable) £ : :
 Fees applied for 21/7 1938
 Received by me, 21/7 1938

Oliver Tyleman
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____
 Assigned B.S. 6.38 subject

FRI 5 AUG 1938



If copy of the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book

In a Certificate required If so, to be sent to the Surveyor

CERTIFICATE WRITTEN

W531-0013