

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

of writing Report *7<sup>th</sup> Oct* 19*34* When handed in at Local Office *7<sup>th</sup> Oct* 19*34* Port of *Ab*  
 in Survey held at *Ab* Date, First Survey *27<sup>th</sup> Sept* Last Survey *2<sup>nd</sup> Oct* 19*34*.  
 Book. *87* on the Machinery of the *Wood, Iron or Steel* "PETSAMO" (No. of Visits *4*)

Gross *4596* Vessel built at *Glasgow* By whom *W. Beardmore & Co. Ltd.* When *1907* 9.  
 Net *2599* Engines made at *Glasgow* By whom *W. Beardmore & Co. Ltd.* When *1907*.  
*463* Boilers, when made (Main) *1907* (Donkey) ☒  
 Main Boilers *358* Owners *Suomen Kalastus Oy. Jiriska Hicken* Owners' Address *(if not already recorded in Appendix to Register Book.)*  
 Donkey Boilers *1* Managers *Port Hango Voyage*  
 Pressure Boilers *190* *Surveyed ~~At~~ in Dry Dock *Crichton Vulcan** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. *Port*  
 Particulars of Examination and Repairs (if any) *8kg. & TS.*  
 al surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the  
 of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on  
 of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and  
 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the  
 and initials of any letters respecting this case.  
 ge cases where the Surveyor has not made a special damage report he is required to state whether he  
 red his services for this purpose, and why they were declined

damage report made by anyone else? If so, by whom?  
 Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *ho*  
 " Donkey " *Boilers not due for survey.*  
 was not done, state for what reasons?  
 at parts of the Boilers could not be thus thoroughly examined?

at special means, in the absence of internal examination, were adopted by the  
 yor to assure himself of the thorough efficiency of those parts of each Boiler?  
 test date of internal examination of each boiler  
 Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?  
 Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?  
 Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?  
 Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?  
 Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?

crew 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?  
 shaft now been changed? *ho* If so, state reasons  
 e 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?  
 ate of examination of Screw Shaft *29/9/34* State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *2 1/4*  
 Engine parts, when referred to by numbers, should be counted from forward.  
 Is electric light and/or power fitted?

did the Surveyor examine the generators, motors, switchgear, cables and fuses?  
 ne insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?  
 Survey is not complete, state what arrangements have been made for its completion and what remains to be done *Complete.*

*Done.* Vessel placed in dry dock. Tail shaft drawn, examined, and refitted.  
 examination made of propeller, stem bush, and underwater  
 fastenings. Steering engine opened up and examined. Horn wheel  
 and pinion renewed.  
 s. list with reference to the renewal of the funnel as per S. L. list. this could  
 not be carried out at this time as the yard would not undertake  
 the job in the time at their disposal. Measurements have been taken  
 and a new funnel ordered for fitting on vessels return.  
 The funnel has been specially examined and is considered  
 efficient meanwhile.

General Observations, Opinion, and Recommendation:— The machinery of this  
 (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.S. 11, L.M.C. 9, 11, or  
 L.M.C. 140 lb., F.D., &c.)  
*CS 334*  
 vessel is in my opinion eligible to remain as classed with  
 fresh record of TS CL. 9.39. Subject to Funnel being renewed.

ey Fee (per Section 29) *TS.* £ *3 : 0 : 0* Fees applied for *9/10/34*  
 al Damage or Repair Fee (if any) (per Section 29.) £ *3 : 0* Received by me,  
 elling expenses (if chargeable) £ *3 : 0*  
 mmittee's Minute *FRI 3 NOV 1939*  
 signed *As now subject*  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register  
 Foundation  
 W69-0151



Screw shaft examined.

The class is subject to the funnel being renewed during the present winter.

It has now been examined & found efficient.

It is submitted that this vessel is eligible for THE RECORD.

1939

Class subject to the funnel being renewed.

BP  
31/10/39



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