

pt. 9

of writing report 25-7-56.  
in registry held at Antwerp.

Received London

10 JUL 1956

Port of Antwerp

No. of visits 3

First date

4-7-56

Last date

No. 31421

24-7-56

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

R.B. 32801 Name S.S. "WSPOLPRACA"

Gross tons 6175 Date of build 1921 5

ers Polish Government

Managers

Port of Registry Gdynia

nes made do By Bethlehem S.B. Corp. Ltd.

Type T 3CY

of Main Engines 1 No. of Screws 1

of Main Boilers 3 SB W.P. 180 lb.

of Aux./Donkey Boilers -- W.P. -- OF. 4.2I

yed Afloat or in Dry Dock AFLOAT

of Survey PART LMC.MS.

Damage Report issued? -- Int. Cert.? yes

Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 AI.	+ LMC. MS. 5.52
Dkg. 5.54	BS. 7.55
(Dr) 8.47.	OG. 5.54
SS.Ams. 5.52	sps. 5.54

Condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Examination those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

CKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections

tenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?

Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

IN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

., Covers, Pistons & Rods

es & Gears

recting Rods, Ends & Guides Side Centre

kpins & ings Side Centre

als & Bearings

V ENGINE DRIVEN AIR COMPRESSORS

Covers, Pistons & Rods

cting Rods & Top Ends

pins & Bearings

is & Bearings

e & Safety Devices

ENGINE DRIVEN SCAVENGE PUMPS

Covers, Pistons & Rods

cting Rods & Top Ends

is & Bearings

is & Bearings

NGE BLOWERS

CHARGERS

TURBINES

es, Rotors, Blading, Bearings & Thrusts

UST STEAM TURBINES (WITH RECIP. ENGINES)

COMPRESSORS

MS & HYDRAULIC COUPLINGS

OTION GEARING

ST BLOCKS, SHAFTS & BEARINGS

MEDIATE SHAFTS & BEARINGS

NG DOWN BOLTS & CHOCKS

NSERS (MAIN & AUX.)

RE-HEATERS

ER-HEATERS

MANOEUVRING VALVES

NGINE DRIVEN PUMPS

ASE DOORS & EXPLOSION RELIEF DEVICES

N OF MACHINERY AND RECOMMENDATIONS

Have Main Engines been tested working and manoeuvring?

The machinery of this vessel as far as now

is in good working condition and in my opinion eligible to

main as classed and have a fresh record of LMC.MS

TH DATE) when the survey has been completed, subject to the

ain engines not being used until repaired.

FRIDAY 28 SEP 1956

Committee Defended

(MADE AND PRINTED IN ENGLAND.)

Noted for Header

John W. O. Forbes

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

003858-003866-0059/2



32 Essential Independent Pumps (Identify by position) *MAIN CIRC. PUMP. GOOD; FIRE PUMP. GOOD;*

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers

36 Lub. Oil Coolers

37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices Main

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Have Evaporator Safety Valves been tested under steam?

42 Evaporators

43 Windlass

44 Fire Extinguishing Arrangements

44 Steering Machinery

AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to  
Sat.  
Spt.

Boiler Securing Arrangements

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Auxiliary (over 3 in. bore)

Were Copper Pipes annealed?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding them)

*At the request of the owners representative examined crack in way of Forward main bearing cast iron support adjacent to foot of Forward port side main column. As far as he could see the crack extended fore and aft across cast support but extent or depth of cracking could not be verified owing to the inaccessibility of the position. Upon further examination of main engine supports bedplate it was observed that cracking was evident at flat end, Port corner of engine bedplate.*

*The above cracking was again examined with crankshaft moving by means of the turning gear during which the cracks were observed to close fractionally.*

*In order to satisfactorily examine repair the above condition it was*

(CONTINUED ON FOLLOWING PAGE)

Survey fees *£5. in 4000.*

Damage fee

Expenses...

*£35.*

Date when A/c rendered

*26/4/56*

ANTWERP.

Continuation of Report No. *31421* dated *25-4-56* on the

(FOLLOWER I)

"S.S. WSPOLPRACA."

*recommended that the main engine be removed from the vessel and further examined in the engine shop. This recommendation was agreed upon, but the owners have now decided to take this vessel to Gdynia, Poland with the assistance of tugs. No main engine repairs have been carried out.*

*John W. O. Forbes.*



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