

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report..... 4/8 19 48 When handed in at Local Office..... 4/8 19 48 Port of..... GDYNIA

No. in Survey held at..... Gdansk Date. First Survey..... 7th July Last Survey..... 20th July 19 48  
(No. of Visits..... five.....)

37211 on the Machinery of the Wood/Iron/Steel S.S. "KILINSKI"

Gross Tonnage 7612 Vessel built at Los Angeles, Cal. By whom California S.B. Corp. Los Angeles When 1944 -  
 Net Tonnage 4555 Engines made at Pittsburgh, Pa. By whom Westinghouse Elec. & Mfg. When -  
 Nominal Horse Power MN 2330 Boilers, when made (Main) (Donkey) -  
 No. of Main Boilers 2 Owners Gdynia-America Shipping Lines Ltd. Owners' Address -  
 No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 475 Port Gdansk Voyage -  
 in Donkey Boilers - If Surveyed Afloat and in Dry Dock Gdansk (State name of Dock.)

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking, T.S., Part M.S., B.S.

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 no damage

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 " " " none

If not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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 Port 12.7.48. Starboard 12.7.48. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? Drum 525 Superheater 475

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - 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, and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? -

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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 12.7.48 State the wear down in the stern bush close fit Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. To complete M.S. the rule requirements remain to be carried out with the exception of the following:-

Now done:-  
Docking and T.S. Vessel placed in drydock. Propeller, Screwshaft, stern bush, cocks, valves and outside fastenings of sea connections examined and found satisfactory.

Part M.S. Examined main reduction gearing and bearings, both turbo generators and the emergency Diesel generator in their entirety, both main feed pumps, both electrically driven sea circulating pumps, pumping arrangements, steering engine and windlass.

B.S. Both water tube boilers and their superheaters examined internally and externally with mountings, manholes, doors and their fastenings, and placed in satisfactory condition, safety valves adjusted under steam as noted. Oil fuel burning installation examined under working conditions, control rods checked, chemical fire extinguishing apparatus verified and found recently charged. It is recommended that an approval steam smothering arrangement be fitted in way of the machinery and boilers at the first opportunity.

Electrical. Electrical installation, generators, switchboards, cables and fittings examined and found satisfactory; insulation resistance verified. No opportunity was afforded at this time for obtaining details of the cables.

Repairs. (Wear and tear). Sundry minor machinery repairs effected.  
Trials. Main and auxiliary machinery examined under working conditions in dock, and found satisfactory.  
Machinery, Boilers and Electrical First Entry Reports, completed so far as applicable, attached herewith.

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far as seen, is in good condition, (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, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.) and eligible in my opinion to be classed with this Society with record B.S. 7.48 and T.S.C.L. 7.48 now, and M.S. (with date) when the Survey is completed, subject to approved steam smothering apparatus being fitted, and spare gear being supplied in accordance with rule requirements.

Survey Fee (per Section 29) Part M.S. £1,72,000 Fees applied for  
 B.S. £1,44,000  
 Special Damage or Repair (per Section 29.) Electrical £1,60,000 Received by me,  
 Screwshaft £1,12,000  
 Travelling expenses (if chargeable) see Rpt. 8

L. V. Hanser, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Assigned B.S. 7.48  
S(C.L.) 7.48



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

Is a Certificate required? If so, to be sent to