

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

(Received at London Office, 26 NOV 1948)

Date of writing Report 10/11 1948 When handed in at Local Office 10/11 1948 Port of GDYNIA

No. in Survey held at Gdansk Date, First Survey 9/8/48 Last Survey 19/10 1948 (No. of Visits ten)

3213 on the Machinery of the Wood/Iron/Steel S. M.V. "TURNIA"

Gross 634 Net 430 Vessel built at Rochester NY By whom Odenbach S.B.Corp. Engines made at " By whom Clark Bros.Co.Inc. Boilers, when made (Main) - (Donkey) - Owners Gdynia America Shipping Lines Ltd. Managers - If Surveyed Afloat or in Dry Dock afloat & on Floating Dock at Gdansk

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

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
L.O.A.		
(Classification for restricted service contemplated)		
4.48		TS.7.47
Examined 9.47		
Carrying petroleum in bulk Oil Eng		

Particulars of Examination and Repairs (if any) Classification LMC

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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

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? -

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? -

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? -

Latest date of internal examination of each boiler. Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? -

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? and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers? -

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

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now been changed? 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? -

Date of examination of Screw Shaft (7.47) State the distance between lignum vite 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. Is electric light and/or power fitted? Yes

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 Complete.

Work done:- The vessel placed on the floating dock, the propellers and outside fastenings examined and found or placed in good order.

Main Engines. Examined the cylinders, liners, pistons, covers & valves, connecting rods, gudgeon, top, bottom and main bearings, the thrusts, the crank, thrust & intermediate shafting, the attached air compressors, lubricating oil, sea & freshwater pumps & all found or placed in good order. The upper & lower air starting receivers examined internally & externally, cleaned & tested & found satisfactory.

Auxiliary Machinery. Examined the port & starboard generator engines in their entirety, the electrically driven air compressor, lubricating oil, fuel oil, ballast & fire pumps & found or placed in good condition. The fuel oil storage & daily service tanks examined with their fittings & connections.

Shipping arrangements examined and tested.

Electrical equipment generally examined & tested with satisfactory results.

No.2 fire extinguishing examined & appears efficient.

Spare gear examined & found sufficient.

Main and auxiliary machinery examined under working conditions & found in good order with the exception of the starboard generator engine, the governor of which is defective.

P.T.O.

General Observations, Opinion, and Recommendation:- The machinery of this vessel is in an efficient condition & eligible in our opinion for Classification with the notation L.M.C. 10.48 subject to the Governor of the starboard generator engine being dealt with and the renewal of No.2 port M.E. cylinder liner at the earliest opportunity.

By Fee (per Section 29) £ 96,720 Electrical Damage or Repair Fee (if any) £ 40,300 (per Section 29.) Printing expenses (if chargeable) £ see Rpt. &

Fees applied for 10/11 1948 Received by me, not yet

Committee's Minute signed LMC 10.48 subject Oil Eng

FRI. 15 JUL 1948

W. Ellison for self & L. Bauer Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

009580-009589-0091

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

yes, here

Is a Certificate required if so, to be sent to

M.V. "TURNIA"

Repairs Wear & Tear.

Port propeller cap renewed.  
Starboard rope guard faired and replaced.  
Port generator engine all new cylinder liners fitted.  
Minor repairs & replacements to the main & auxiliary machinery.

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S.R.L. It is submitted that the item "Governor of starboard generator engine to be dealt with & No.2 port M.E. liner to be renewed at the earliest opportunity" be inserted in the Special Reasons List.



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