

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

(Received at London Office)

Date of writing Report 24. 3. 52. When handed in at Local Office 19. 3. 52. Port of HAMBURG.
 No in Reg. Book 19929 Survey held at KIEL Date First Survey 18. 3. 52. Last Survey 21. 3. 1952
 on the Machinery of the Wood, Iron or Steel M.V. "MORSKA WOLA" (No. of Visits 3)

Tonnage Gross 3357 Vessel built at Kiel By whom Frd. Krupp Act. Ges. Year. Month. 1924
 Net 1920 Engines made at Kiel By whom Frd. Krupp Act. Ges. When 1924
 Nominal Horse Power 381MN Boilers, when made (Main) (Donkey) 1924
 Owners Polish Government Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Main Boilers - Managers Polish Ocean Lines Port Gdynia Voyage -
 No. of Donkey Boilers 1 ~~Surveyed Afloat or in Dry Dock~~ HOLTENAUROADS. BALTIC
 Steam Pressure in Main Boilers - (State name of Dock.)

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 and expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A1		LMC CS 5,48
with freeboard 2,51		DBS 3,51 CL 8,49
ss Gdy.- 5,48		Oil Eng.
Carrying vegetable oil in deep tank in bridge tween decks		

Last Report No. 27323 Port Amt
 Particulars of Examination and Repairs (if any) SPECIAL EXAMINATION. CS.

(Periodical Surveys, when held, must be reported in detail and seriatim 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 through examination at this time? NONE

" " " Donkey " " " No

If not, state for what reasons NOT PREPARED FOR SURVEY 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 not examined Present condition of funnel(s) efficient

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

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? - 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 Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? - 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 not examined State the wear down in the stern bush Afloat

Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. It was stated that the continuous survey would be advanced at the first opportunity.

SPECIAL EXAMINATION. Examined: -
main engine nos. 5 and 6 crankpins and bearings,
nos. 6, 7 and 8 Crankshaft journals and bearings.
 The fillet at the after end of no 6 Crankpin had been ground out over a local area in order, it was stated, to remove a crack in the fillet. The position of this local area is at approximately 11 o'clock looking aft with the pin on bottom centre. The cavity formed is approximately 22 mm. deep and can be covered by a hand. It extends below the surface of the crankpin and the extremity of the cavity is well rounded into the original machined surfaces. The finish of the cavity is smooth and polished. The crankpin and web in and around this area has been etched with 2% nitric acid in acetone and found sound.

General Observations, Opinion, and Recommendation. —

(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.)

The machinery of this vessel, when now seen, is in efficient condition and eligible in my opinion remain as it is classed with fresh record of LMC. CS. (with date) on completion of the survey subject to main engine hob crankpin being examined before the end of September 1952, to the alignment of the port and starboard engine crankshaft being verified before the end of April 1952, to the starboard aft generator engine 3 cylinder being repaired and examined at the first opportunity and to spare gear being supplied for the emergency compressor engine.

EXAMINATION Fee (if any) (per Section 29.) £ 24 0 0
 Surveying expenses (if chargeable) £ 8 10 0

Fees applied for 19. 1952
 Received by me, [Signature]

Committee's Minute TUES. 22 APR 1952

As now, subject [Signature]



014210 - 014219 - 0383

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

No. of the report sent Nov. 19. When will it be sent?

The forward fillet of the no 6 crankpin and the area around the oil hole was also etched and found sound.

The main engine is a Knupp type crosshead engine, 4 S.C.S.A., having a stroke of 1000 mm. The propeller is 4 bladed, solid and right hand. It is thought that the defect may have been caused by an uneven and excessive wear down of the crankshaft journal bearings.

Final crankweb deflections were as follows ($\frac{1}{100}$ mm)

no 1.	-1	(0.0004)	no 4.	+3.5	(0.0014)
no 2.	+5	(0.0020)	no 5.	-3.5	(0.0014)
no 3.	+19	(0.0076)	no 6.	+4	(0.0016)

It is recommended that no 6 crankpin be examined before the end of September 1952, being considered efficient meantime.

The design of the main engine crankshaft permits the shaft being turned end for end, the no 6 pin now in question becoming no 1.

How done for CONTINUOUS SURVEY.

Examined main engine no 5 crankpin and bearing, no 6, 7 and 8 crankshaft journals and bearings.

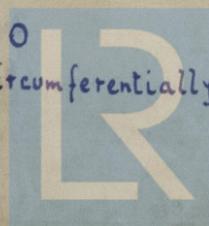
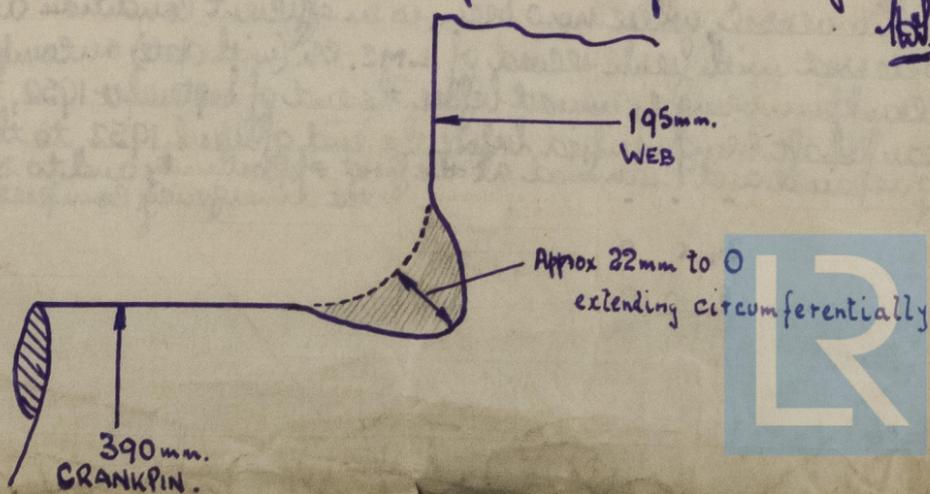
Machinery Generally.

It was observed that the starbd. aft generator engine (Fotaverken) was out of action due to the no 3 cylinder being cracked. It is recommended that the no 3 cylinder be repaired and examined at the first opportunity. It was stated the absence of a Trade Agreement between Iceland and Sweden had prevented the Owners obtaining a new cylinder.

The starbd forward generator engine (Potts) was operating satisfactorily. Crankshaft deflections taken from the port generator engine (Atlas) were on the top limit and it is recommended that the alignment of the crankshaft be verified before the end of April 1952.

It was observed that there was no spare gear for the emergency Compressor engine (Hercules) (s.s. aft) and it has been recommended that spare gear be supplied.

Owing to a misunderstanding the donkey boiler was not prepared for survey as requested. Examined under steam the boiler appeared satisfactory meantime. The Chief Engineer stated that the boiler would be submitted for survey at the first available port.



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approx 95 mm.

Lloyd's Register
Foundation