

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

(Received at London Office)

Date of writing Report.....19..... When handed in at Local Office.....18.....3.....44 Port of GLASGOW.

No. in Survey held at INVERARY and GLASGOW Date. First Survey 31.1.44 Last Survey 15.3.1944
 Reg. Book. (No. of Visits) 6

29545 on the Machinery of the Wood, Iron or Steel S.S. "MODLIN"

Gross 3569 Tonnage built at Flensburg By whom Flensburger Schiffsh.Ges. When 1906
 Net 2193 Engines made at - do - By whom - do - When 1906
 Nominal 307 Boilers, when made (Main) NB. 1926 (Donkey) N.D.B. 1919
 Horse Power 2SB Owners Polish Government Owners' Address - - -
 No. of Main Boilers 1DB Managers - - - (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1DB Port POLISH Voyage - - -
 Steam Pressure 200 If Surveyed Afloat or in Dry Dock Afloat, Inverary and Glasgow
 in Main Boilers 200 (State name of Dock.) Queens 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 now expired.	Machinery and Boiler Surveys (Including date of N.E., if any)
100A (Classification contemplated)		L.M.C. 7,41
St.J.6,43		B.S. 1,43
		Examined 9,43
		C.L. 4,41
For restricted U.K. Coastal Service.		

ast Report No. 21610 Port Gms.

Particulars of Examination and Repairs (if any) 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.

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.

Is 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 " " " " Yes

Not, state for what reasons.

What parts of the Boilers could not be thus thoroughly examined?

At 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 Port S.B. 31.1.44. Stbd. S.B. 11.2.44. Present condition of funnel(s) Efficient
D.B. 13.3.44.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 200 lbs/sq.in.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes To what pressure were they afterwards adjusted under steam? 150 lbs/sq.in.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? Yes

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? Yes and of the Donkey Boilers? Yes

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 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 oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft. - State the wear down in the bush. -

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.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

DONE:- All boilers examined internally and externally together with their safety valves

atings and doors and placed in good order.

ty valves adjusted under steam to above pressures.

el found badly buckled.

:- It was stated that in the voyage from Inverary to Glasgow the funnel had been overheated

ing the present buckling.

IRS:- Four 4" x 4" x 3/8" angles now fitted to support the funnel. This is considered efficient

the present duty of the vessel.

:- This vessel has now been handed over to the Admiralty for special Service.

ral Observations, Opinion, and Recommendation:— The machinery is in efficient condition and eligible

(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.)

my opinion to remain as classed with fresh record of B.S. 3,44.

Fee (per Section 29) B.S. £ 4 : - - Fees applied for

Damage or Repair Fee (if any) £ : : 21 MAR 1944

(per Section 29.)

ing expenses (if chargeable) £ 1 : 18 : - Received by me,

mittee's Minute GLASGOW 21 MAR 1944

med B.S. 3,44.

Engineer Surveyor to Lloyd's Register of Shipping.

FRI 31 MAR 1944

Lloyd's Register of Shipping

Enl. 14 APR 1944

Noted

Rescued minute
of 31st March 1944.

27/3/44



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Foundation