No. 10607

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

(Received at London Office 6 AUG 1941)

ing Report 21st July 1941 When handed in at Local Office 31st July, 1941. Port of Manchester

Survey held at Manchester Date. First Survey 20th Feb. Last Survey 8th July, 1941 (No. of Visits 21)

m the Machinery of the ~~Wood, Iron or~~ Steel S.S.S.S. "MODLIN" ex "WILJA."

ss ... Vessel built at Flensburg By whom Flensburger Schiffbau Gesell. When (Year. Month.) 1906

t ... Engines made at -do- By whom -do- When 1906

307 Boilers, when made (Main) 1926 (Donkey) 1919

oilers 2 Owners Polish Government Owners' Address (if not already recorded in Appendix to Register Book.)

Boilers 1 Managers Polish Steamship Agency Port Voyage

re 200 lbs" If Surveyed Afloat or in Dry Dock? Afloat & in Dry Dock (State name of Dock.) Gunness Wharf, No 2 Dry Dock & No 9 Dock.

lers 150 "

port No. ... Port ...

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.B., if any).
100 A1 Class Contemplated		

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

lars of Examination and Repairs (if any) Gen. Exam & part L.M.C.

rveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the airs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on mage (the cause of which must be stated) should be separated from Repairs due to other causes; and detailed in the body of the report, should be briefly summarised at the end of the report. State also the itials of any letters respecting this case. See. Ltr 26-8-40 & 21-3-41.

ses where the Surveyor has not made a special damage report he is required to state whether he is services for this purpose, and why they were declined ✓

ge report made by anyone else? If so, by whom? ✓

ror personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Donkey " " " Yes

done, state for what reasons ✓

s of the Boilers could not be thus thoroughly examined? ✓

cial means, in the absence of internal examination, were adopted by the assure himself of the thorough efficiency of those parts of each Boiler? ✓

te of internal examination of each boiler Main boilers 14-5-41, Donkey boiler 9-6-41. Present condition of funnel(s) Satisfactory

ror examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lbs"

ror examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 150 lbs"

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

ror examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? ✓

ror examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? L.V.

been changed? No If so, state reasons ✓

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? ✓

xamination of Screw Shaft 18-4-41 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

parts, when referred to by numbers, should be counted from forward. Is electric light ~~and/or power~~ fitted Yes

Surveyor examine the generators, motors, switchgear, cables and fuses? Please see attached report

tion resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? ✓

s not complete, state what arrangements have been made for its completion and what remains to be done General Examination, Screw Shaft, & Donkey Boiler Surveys Complete.

pplete the Special Survey, as required by the Secretary's letter of the 26-8-40, llowing parts require to be examined:- IP & LP. slide valves & covers, crankpins & brasses, No 2 & 4 main bearings, all crossheads & brasses, thrust , fwd. independent feed pump and outboard ballast pump. stated this will be done as opportunity offers.

done:- Vessel placed in dry dock. Propeller, stern bush, sea connection and their fastenings examined. Screw shaft drawn and examined (COVER)

Observations, Opinion, and Recommendation:— The machinery of this vessel is in

arly 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 alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or MC 140 lb., F.D., &c.) CS 3,84.

condition and eligible in my opinion to be classed in the Society's Register and to receive the notation "Examined 7,41 Class Contemplated", BS 7,41, 7,41 and Tail Shaft seen (CL) 4,41 now, and LMC 7,41 when the Special has been completed as stated above.

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

W1192-0079 1/2

er Section 29) (Incl. Elec.) £32:10/- Fees applied for ... 19

e or Repair Fee (if any) ... Received by me, ... 19

Section 29.)

enses (if chargeable) incl. ltr 5-8-41 £ : : W.J.F.

REC. 12 AUG 1941

tee's Minute BS 7.41 - 200 lb

d

W. J. Ferguson

Engineer Surveyor to Lloyd's Register of Shipping.

R. C. Clayton

How done (cont.) The main engine cylinders, pistons, covers; connecting rods valve, valve casing & cover; HP crankpin & brasses; Nos 1, 3 & 5 & brasses; intermediate shafting; main engine driven pumps; the feed pump; the inboard ballast pump; also the valves, cocks, strainers of the pumping arrangements were examined. The was tested. The ford. thrust shoe was lifted and the thrust where exposed.

The main and donkey boilers were examined internally externally together with their principal mountings and the were adjusted under steam to the above pressures. An accum was carried out on the main boilers with satisfactory result steam pipe was disconnected, examined, gauged and hydraul to 400 lbs°". This pipe was found to be of solid drawn copper, condition, with flanges riveted, expanded and brazed. Other pi were examined in place.

The steering engine and windlass were opened out for

All the above parts were found or placed in good co The parts not opened for examination at this time were by the Chief Engineer to be satisfactory in service.

The main and auxiliary machinery, including the engine and windlass were tested under steam with satisf Bilge pumping arrangements throughout the vessel have tested and found to operate satisfactorily.

There are no plans available for boilers, machinery or arrangements of this vessel. Dimensions have been taken particulars are forwarded herewith. The main & donkey b been hydraulically tested to 200 lbs°" and 150 lbs°" respectively with satis

Repairs due to wear & tear.

Main boilers:- 21 Plain and 21 Stay tubes renewed, all stay tu -all plain tubes beaded and expanded. Mountings overha stop valve seats renewed.

Bilge pipes repaired and connection between No 4 hold and N bottom tank blanked.

Propeller key renewed. Minor repairs or renewals to pumps

W.J.F.

NOTE:- The donkey boiler fitted on this vessel is marked:-

COCHRAN & Co., ANNAN, LTD, ANNAN
BOILER No 7902 — 1919
W.P. 150 LBS°"

It has been tested by a Surveyor to the Bureau Veritas and is

BV
300 LBS°"
JBF 7-12-19.

The boiler is the standard product of the firm and therefore it are known to be suitable for its designed working pressure The Polish Steamship Agency have been requested to obt plan from the Boilermakers for record, and this will b in due course.

W.J.F.

S.S. "MODLIN" ex "WILJA"

Electric Light Installation. The dynamos examined, tested for insulation resistance & tried &, after fitting equalising connection, found satisfactory both singly & when run in parallel. The fittings & the main switchboard & the distribution fuseboards examined & after minor repairs these were considered efficient. The cables throughout tested for insulation resistance & examined, as far as practicable, & now satisfactory. Fittings throughout examined & found efficient.

Repairs:- Dynamo engine governors overhauled. Equalising connection fitted between dynamos. Wiring for aft accommodation feeds, main mast & stern light part renewed through cargo spaces. Main switchboard & distribution fuse boards overhauled as necessary & new fuse bridges fitted as required. Rearranged crew accommodation rewired. Wiring & fittings in old accommodation in tween decks stripped out.

Additions:- D.G. cables fitted complete with necessary control gear.

R. C. Clayton

Survey for classification partly

held.

It is submitted that this vessel is eligible for THE RECORD.

Required 7.41 for 12 mos
BS 7.41 S 4.41 CL

2 S.B. NB 1926 200#
NDB 19. 150#.

Will be eligible for June 7.41 on completion.

DA

8/8/41