

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office - 6 AUG 1941

Writing Report 11th July 1941 When handed in at Local Office 31st July 1941 Port of Manchester
 Survey held at Manchester Date, First Survey 20th February Last Survey 8th July 1941
 on the S.S.S.S. "MODLIN" ex "WILJA". (Number of Visits 21) (Gross Tons) Not
 at Hamburg By whom built Hamburgen Schiffbau Gesellschaft Yard No. ✓ When built 1906
 made at - do - By whom made - do - Engine No. ✓ when made 1906
 made at Havre (main) By whom made Ateliers de Reparations Maritimes Boiler No. ✓ when made 1926
 red Horse Power Owners Polish Government Port belonging to
 Horse Power as per Rule 307 Is Refrigerating Machinery fitted for cargo purposes no Is Electric Light fitted yes
 for which Vessel is intended

DES, &c.—Description of Engines Triple expansion steam reciprocating engines Revs. per minute ✓
 of Cylinders 20.63 - 34.84 - 61.02 Length of Stroke 39.37 No. of Cylinders 3 No. of Cranks 3
 shaft, dia. of journals as per Rule 11.35" Crank pin dia. 12" Mid. length breadth 21" Thickness parallel to axis 7 5/8" (HP 7 1/8")
 as fitted 12.00 Crank webs Mid. length thickness 14" Thickness around eye-hole 4 13/16"
 Intermediate Shafts, diameter as per Rule 10.82" Thrust shaft, diameter at collars as per Rule 11.35"
 as fitted 11.50" as fitted 11.625"
 Shafts, diameter as per Rule 12.14" Is the shaft fitted with a continuous liner? yes
 as fitted 13.51" as fitted 0.50"
 Liners, thickness in way of bushes as per Rule 0.68" Thickness between bushes as per Rule 0.50" Is the after end of the liner made watertight in the boss? yes
 as fitted 0.69" as fitted If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner? ✓
 Does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive? ✓
 Liners are fitted, is the shaft lapped or protected between the liners? ✓ Is an approved Oil Gland or other appliance fitted at the after end of the tube? ✓
 If so, state type Length of Bearing in Stern Bush next to and supporting propeller? ✓
 Propeller, dia. 15'10" Pitch 13'5" No. of Blades 4 Material Cast Iron whether Moveable yes Total Developed Surface 74.5 sq. feet
 Pumps worked from the Main Engines, No. 2 Diameter 3.54" Stroke 25.2" Can one be overhauled while the other is at work? yes
 Pumps worked from the Main Engines, No. 2 Diameter 3.54" Stroke 25.2" Can one be overhauled while the other is at work? yes
 No. and size One Duplex 7 1/2 x 5 x 6" One Single Pumps connected to the Main Bilge Line No. and size 2 as above One Duplex 6 x 7 1/2 x 6" One Single 7 1/2 x 10 3/8" x 9"
 How driven Indeph Steam Engines Main Eng. Indeph Steam Engrs.
 Pumps, No. and size One duplex, one single, see bilge pumps Lubricating Oil Pumps, including Spare Pump, No. and size
 Independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps;—In Engine and Boiler Room 2 at 3" (1 port, 1 starboard) One flexible hose. Tunnel well 1 @ 2 3/4"
 &c. No 1 & 2 holds 3" P.S., No 3 hold 3" P.S., No 4 hold 3" P.S. Dry space below after peak 1 @ 2 3/4"
 Water Circulating Pump Direct Bilge Suctions, No. and size One at 5 1/4" Independent Power Pump Direct Suctions to the Engine Room Bilges,
 size One at 4" port side. Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes? yes
 Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges? yes
 Sea Connections fitted direct on the skin of the ship? yes Are they fitted with Valves or Cocks? yes
 Fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates? yes Are the Overboard Discharges above or below the deep water line? below
 Each fitted with a Discharge Valve always accessible on the plating of the vessel? yes Are the Blow Off Cocks fitted with a spigot and brass covering plate? yes
 Pipes pass through the bunkers? none How are they protected? ✓
 Pipes pass through the deep tanks? ✓ Have they been tested as per Rule? ✓
 Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times? yes
 Arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one
 compartment to another? yes Is the Shaft Tunnel watertight? yes Is it fitted with a watertight door? yes worked from top grating E.R.
 BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 4200 sq. ft
 Draft fitted yes No. and Description of Boilers 2 Scotch type Working Pressure 200 lbs.
 REPORT ON MAIN BOILERS NOW FORWARDED? yes
 DONKEY BOILER FITTED? yes If so, is a report now forwarded? no. See survey report attached
 Are approved plans forwarded herewith for Shafting? no Main Boilers? no Auxiliary Boilers? ✓ Donkey Boilers? no
 (If not state date of approval) Particulars submitted for approval herewith
 General Pumping Arrangements? no Oil fuel Burning Piping Arrangements? ✓
 GEAR. State the articles supplied:—Rule spare gear for ocean going vessels on board.

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

W192-0080

Dates of Survey while building	During progress of work in shops - -			
	During erection on board vessel - -			
	Total No. of visits		21 (E & B)	
Dates of Examination of principal parts—				
Cylinders	22-4-41, 23-4-41	Slides	22-4-41 (H.P. only)	Covers 22-4-41 & 23-4-41
Pistons	22-4-41, 23-4-41	Piston Rods		Connecting rods 23-4-41
Crank shaft	22-4-41, 23-4-41	Thrust shaft	22-4-41	Intermediate shafts 22-4-41,
Tube shaft		Screw shaft	18-4-41	Propeller 18-4-41
Stern tube	18-4-41	Engine and boiler seatings	2-7-41	Engines holding down bolts 2-7-41
Completion of fitting sea connections	Examined 17-4-41			
Completion of pumping arrangements	Tested 18-6-41	Boilers fixed		Engines tried under steam 7-7-41
Main boiler safety valves adjusted	18-6-41	Thickness of adjusting washers	Port B. P $\frac{7}{32}$ "S" $\frac{9}{32}$ "Star. B. P $\frac{5}{16}$ "F S $\frac{5}{16}$	
Crank shaft material	Identification Mark	Thrust shaft material	Identification Mark	
Intermediate shafts, material	Identification Marks	Tube shaft, material	Identification Mark	
Screw shaft, material	Identification Mark	Steam Pipes, material	S.D. Copper	Test pressure 400 lb. Date of Test 16-6
Is an installation fitted for burning oil fuel	no	Is the flash point of the oil to be used over 150°F.		
Have the requirements of the Rules for the use of oil as fuel been complied with				
Is the vessel (not being an oil tanker) fitted for carrying oil as cargo	no	If so, have the requirements of the Rules been complied with		
Is this machinery duplicate of a previous case	no	If so, state name of vessel		

The amount of Entry Fee	...	£	:	:	When applied for,
Special	...	£	:	:	18
Donkey Boiler Fee	...	£	:	:	When received,
Travelling Expenses (if any)	...	£	:	:	19

Handwritten note: Total Rs 5-8-41

W. J. Ferguson
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute

Assigned

See Arch. Rpt. 10607