

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

(Received at London Office)

10 MAY 1949

Date of writing Report..... 4. 5. 1949 When handed in at Local Office..... 4. 5. 1949 Port of..... GDYNIA

No. in Survey held at..... Gdansk Date. First Survey..... 19/4/49 Last Survey..... 29/4/49

Reg. Book. 75 404 on the Machinery of the *Wood/Iron or Steel* S.S. "SLASK"

Tonnage { Gross 1402 Vessel built at..... Nakskov By whom..... Nakskov Skibs A/S

Net 758 Engines made at..... Berlin-Tegel By whom..... A. Borsig

Nominal MN 218 Boilers, when made (Main)..... 1932 (Donkey)..... -

Horse Power..... Owners..... Zegluga Polska S.A. Owners' Address..... -

No. of Main Boilers 2 (Spt) Managers..... Gdynia-America Shipping Lines Ltd. (If not already recorded in Appendix to Register Book.)

No. of Donkey Boilers..... If Surveyed Afloat or in Dry Dock..... Gdansk Port..... Gdynia Voyage..... -

Steam Pressure..... in Main Boilers 206 in Donkey Boilers.....

(State name of Dock.)

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

CHARACTER.	Years assigned and expired	Machinery and Boiler Surveys (including date of N.B., if any)
* for Special Survey. Date of last Survey and of Periodical Surveys.		
+ 100 A 1		+ L.M.C. 5,47
with freeboard		B.S. 5,48
5,48		T.S. C.L. 2,46
S.S. Lon.- 5,47		
Strengthened for navigation in ice.		

ast Report No. - Port -

Particulars of Examination and Repairs (if any) Dkg., Machy, Part 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

as 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 " " none

not, state for what reasons

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

That 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 P. 27. 4. 49. S. 25.4.49.

Did the Surveyor examine the Safety Valves of the Main Boilers? yes

Present condition of funnel(s) Efficient

To what pressure were they afterwards adjusted under steam? not adjusted

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? yes

Did the Surveyor examine the drain plugs of the Main Boilers? none

Did the Surveyor examine all the mountings of the Main Boilers? yes

Has the screw shaft now been drawn and examined? yes

Has it a continuous liner? yes

Is an approved oil retaining appliance fitted at the after end? -

Has the shaft now been changed? no

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 25.4.49.

State the wear down in the

stern bush close fit

Is electric light and/or power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Is 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.

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done To complete Boiler Survey the

low done:-

Locking and T.S. Vessel placed on drydock. Examined propeller, screw shaft, stern bush, cocks, valves and outside fastenings of sea connections. The low injection valve chest was found holed and has now been efficiently repaired. It is recommended that the low injection valve chest be renewed before the end of April 1950. The bilge injection valve chest and adjacent cast iron tee piece were found graphitic and two lengths of main injection pipe, copper "dezincified"; it is recommended that these items be renewed before the end of October 1949, being considered efficient meantime.

Machinery. Main engine both H.P. and both L.P. cylinders (double compound) and pistons, after H.P. and both L.P. crankpins and bearings examined and found satisfactory.

Port Boiler Survey. Both boilers examined internally and externally with superheaters, mountings, manholes, doors, and their fastenings and found satisfactory. It is noted that the nuts had been removed from a number of C.C. back and wrapper stays, in way of the flame, and the ends cone welded, P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, where now seen,

(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.)

is eligible in my opinion to remain as now classed with fresh record of T.S.C.L. 4,49 now and B.S. 4,49

when the safety valves are adjusted, subject to main injection pipes, bilge injection valve chest and

attached tee piece being renewed before the end of October 1949 and to the low injection valve chest being

renewed before the end of April 1950.

Survey Fee (per Section 29)..... B.S. £ 36,270

T.S. £ 12,090

Special Damage or Repair Fee (if any)..... £ 6,448

Travelling expenses (if chargeable)..... £ 6,300

Fees applied for

4/5 1949

Received by me,

not yet

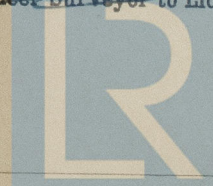
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

FRI. 27 MAY 1949

Assigned

As now, subject
S. 4.49



Lloyd's Register
Foundation

009232 - 009234 - 0007

these are considered satisfactory.

It was stated that the safety valves would be adjusted on the vessel's return in about ten days.

Machinery Repairs (Wear & Tear)

Cast steel propeller replaced by spare bronze propeller, eroded tips of cast steel propeller reinforced by electric welding and propeller placed on board as spare.

Stern bush wood renewed.

HS