

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

(Received at London Office

15 JAN 1950

Date of writing Report 11-1-50 When handed in at Local Office 12-1-50 Port of GENOA

No. in Survey held at GENOA Date First Survey 17-12-49 Last Survey 2-1-50 (No. of Visits 6)

Reg. Book. 26297 on the Machinery of the Wood, Iron or Steel Twin Sc. MV "SOBIESKI"

Tonnage Gross 11030 Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson When 1939 5 mo

Net 6351 Engines made at Greenock By whom J.G. Kincaid & Co. Ltd. When 1939

Nominal Horse Power 1746 MN Boilers, when made (Main) (Donkey) 1939

No. of Main Boilers 1 Owners Gdynia-America Shipping Limited Owners' Address (If not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers Managers' Address Port Gdynia Voyage MED-AMERICA

Steam Pressure in Main Boilers in Donkey Boilers 100 lb. If Surveyed Afloat or in Dry Dock AFLOAT IN GENOA HARBOUR AND IN N° 3 GRAZIE DRYDOCK

Last Report No. Port

Particulars of Examination and Repairs (if any) DOCKING L.M.C. (CS) D.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.)

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

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 thorough examination at this time?

Donkey " " " YES

If not, state for what reasons 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 DONKEY - 21-12-49 Present condition of funnel (P) 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? YES To what pressure were they afterwards adjusted under steam? 7 Hg/cu in or 100 lbs.

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? YES Has it a continuous liner? YES Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? No If so, state reasons Has the shaft now fitted been previously used? YES Has it a continuous liner? YES

Is an approved oil retaining appliance fitted at the after end? YES State date of examination of Screw Shafts 27-12-49 State the wear down in the stern bush P-3 1/2 S-1 1/2 Is electric light and 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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done L.M.C. CS bare.

It was stated by the Owners representative that the Survey would be advanced from time to time in accordance with the requirements of the continuous Survey.

Now done for Docking: Vessel placed in Dry Dock and examined propellers, tailshafts, stern bushes and stern tubes, inside and outside fastenings, the refrigerator sea inlet valve, and all found or placed in good condition.

Now done for L.M.C. CS :- Starboard Main Engine Examined Nos 1, 2 and 5 cylinders, pistons, rods, liners top and bottom, exhaust liners and covers, No 1 Bottom End bearing, and crankpin, the scavange blowers. Port Main Engine :- Nos 4 & 6 cylinders, pistons, rods, liners, top and bottom, exhaust liners and covers and the scavange blowers examined and found good.

General Observations, Opinion, and Recommendation: The Machinery of this Vessel, so far as now

(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, 20 9.11, E&MS 9.11 or LMC 140 lb., FD, &c.)

Seen is in good and efficient condition, and eligible, in my opinion, to remain as classed with record of + L.M.C. CS (with date) when the Survey has been completed and the notation, T.S. Port and Starboard 12.49 and D.B.S. 12.49 50

Survey Fee (per Section 29) C.S. 112 18.800. = Fees applied for 14.1.1950

D.B.S. DOCKING & T.S. 4 17.226. = Received by me, 19

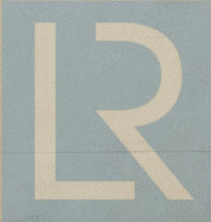
Special Damage or Repairs Fee (if any) 12.528. = Travelling expenses (if chargeable) 3.400. =

(per Section 29.) C.M.R. FUND - 1.456. = LATE FEE 6.000. =

REV. TAX 1.283. = Committee's Minute WED 15 FEB 1950

Assigned As now

Both 5.12.49 DBS 1.50



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Now done for L.M.C. Co.

Port and Starboard main engines:- forward and after main bearings, and the main thrust blocks examined and found in good condition.

Aux Machinery:- No 3 (Starboard) auxiliary generator engine, examined Nos 1 to 6 cylinders, covers, valves and valve gears, pistons, gudgeons, connecting rods, bottom end bearings, crankpins, crankshaft and journals, main bearings and all found in good condition.

Now done for D.B.S.

Vertical Donkey Boiler examined internally and externally together with all manholes, mudhole doors, mountings and fittings, and all found or placed in good condition. Safety valves adjusted under steam to above stated pressure. The oil fuel burning installation examined under working conditions and found satisfactory. The fire extinguishing appliances examined and found in efficient condition.

H. F. Mansfield

Now done for Machinery repairs:-

Starboard Main Engine:

No 1 cyl. New Main Liner and New Bottom Exhaust Liner fitted.

No 2 " " " " " " Top " "

No 5 " " " " " " Top and Bottom " Liner "

Port Main Engine:-

No 4 cyl. New Main Liner and New Top Exhaust Liner fitted.

No 6 " " " " " " " " "

Starboard Engine Scavenge Blower Ford:- Alignment checked and new bearings fitted to bring blower vanes in correct alignment and obtain clearance between blade tips.