

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 Reg. Book 26297 Survey held at GENOA Date First Survey 17-12-49 Last Survey 2-1-50 (No. of Visits 6)

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

Tonnage Gross 11030 Net 6351 Vessel built at Newcastle By whom Swan Hunter & Wigham Richards Engines made at Greenock By whom J.G. Kincaid & Co. Ltd. Boilers, when made (Main) (Donkey) 1939 Owners Gouyria-America Shipping Limited Owners' Address Managers Port Gdynia Voyage MED-AMERICA

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? YES

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 EFFICIENT

Did the Surveyor examine the Safety Valves of the Main Boilers? YES To what pressure were they afterwards adjusted under steam? 7 1/2 lbs/sq in or 100 lbs.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? YES To what pressure were they afterwards adjusted under steam? YES

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? YES and of the Donkey Boilers? YES

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? 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 7/8 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, to 9.11, B&MS 9.11 *LMC 9.11 or *LMC 140 lb., FD, &c.)

been in, 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) CS 118 18.800. = Fees applied for 14.1.1950 D.B.S. DOCKING & T.S. 4 17.226. = Special Damage or Repairs Fee (if any) 12.528. = (per Section 29.) C.M.R. FUND - 1.456. = Travelling expenses (if chargeable) 3.400. = LATE FEE 6.000. = REV. TAX 1.983. =

Committee's Minute WED 15 FEB 1950

Assigned As now Both 5.12.49 DBS 1.50

| 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 A 1 with freeboard 1.4.49 ss Sdy - 4.47 | | + L.M.C. CS. 3.48 3.48 DBS. 11.48 C.L. 10.48 Ref. Moly |

R.M.C. (ED) EFFICIENT

PaS 27-12-49

Signature of H. F. Mansfield, Engineer Surveyor to Lloyd's Register of Shipping.



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

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

