

1 SEP 1961

DISCLOSED SECTION

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23 AUG 1961

Rpt. 9

Date of writing report 8.8.61

Received London

Port HAMBURG

No. 10785

Survey held at Hamburg

No. of visits 3

First date 3.8.61

Last date 5.8.61

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 06794 Name M.V. "CHOCHLIK" Gross tons 1006 Date of build 6-1960  
Owners Polish Government Managers Polish Steamship Co. Port of Registry Szczecin

Engines made 1960 By Alpha-Diesel A/S Type oil engine 2 SA 8 Cyl.  
No. of Main Engines 1 No. of Screws 1

No. of Main Boilers - W.P. -  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock afloat  
Nature of Survey Damage repairs  
Was Damage Report issued? no Int. Cert.? yes  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

| Hull          | Machinery |
|---------------|-----------|
| 100 A 1       | LMC 6/60  |
| Str. nav. ice | TSOG 6/60 |
| DS 3/60       |           |

6124 - Bma

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

NO 1

Has Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

- DOCKING Propellers
- Fastenings
- Has Shaft now fitted been previously used?
- MAIN ENGINES (Recip. Steam or I.C.)
- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides
- 4 Crankpins & Bearings
- 5 Journals & Bearings
- MAIN ENGINE DRIVEN AIR COMPRESSORS
- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices
- MAIN ENGINE DRIVEN SCAVENGE PUMPS
- 11 Cyls., Covers, Pistons & Rods - good
- 12 Connecting Rods & Top Ends - good
- 13 Crankpins & Bearings - good
- 14 Journals & Bearings
- 15 Levers
- 16 SCAVENGE BLOWERS
- 17 SUPERCHARGERS
- MAIN TURBINES
- 18 Casings, Rotors, Blading, Bearings & Thrusts
- 19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
- 20 STEAM COMPRESSORS
- 21 CLUTCHES & HYDRAULIC COUPLINGS
- 22 REDUCTION GEARING
- 23 THRUST BLOCKS, SHAFTS & BEARINGS
- 24 INTERMEDIATE SHAFTS & BEARINGS
- 25 HOLDING DOWN BOLTS & CHOCKS
- 26 CONDENSERS (MAIN & AUX.)
- 27 STEAM RE-HEATERS
- 28 DE-SUPERHEATERS
- 29 STOP & MANOEUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, so far as now seen, is in efficient condition and eligible in my opinion to remain as now classed without fresh record and without special condition regarding ME driven scavenge pump.

Date of Committee WEDNESDAY 13 SEP 1961  
Decision As now, without spl edu

Raw

Noted for Header

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Engineer Surveyor to Lloyd's Register of Shipping  
009839-009847-0223

If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position).....  
 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....  
 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....  
 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....  
 38 Independent Air Compressors, Coolers & Safety Devices.....  
 39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....  
 41 Oil Fuel Tanks (Not forming part of hull structure).....  
 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....  
 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....  
 .....  
 .....

| PROPULSION                   |           | ELECTRICAL EQUIPMENT |                                       |
|------------------------------|-----------|----------------------|---------------------------------------|
| PORT                         | STARBOARD | STARBOARD            | AUXILIARY EQUIPMENT                   |
| a Generators                 |           |                      | l Generators & Governors              |
| b Exciters                   |           |                      | m Motors                              |
| c Air Coolers                |           |                      | n Switchboards & Fittings             |
| d Motors                     |           |                      | o Circuit Breakers                    |
| e Air Coolers                |           |                      | p Cables                              |
| f Control Gear, Cables, etc. |           |                      | q Insulation Resistance               |
| g Insulation Resistance      |           |                      | r Steering Gear Generators and Motors |
| h Insulating Oil Test        |           |                      | s Navigation Light Indicators         |
| i Overspeed Governors        |           |                      |                                       |
| j Magnetic Couplings         |           |                      |                                       |
| k Air Gap                    |           |                      |                                       |

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)  
**MAIN**..... **AUXILIARY, DONKEY or PRESS**.....  
 Superheaters.....  
 Safety Valves.....  
 Mountings, Doors & Fastenings.....  
 Safety Valves Adjusted to { Sat.....  
 { Spt.....  
 Boiler Securing Arrangements.....  
 Main Economisers..... Exhaust Gas Heated Economisers.....  
 Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to.....  
 Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Forced Circulating Pumps.....  
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel.....

EXAMINATION & TESTING OF STEAM PIPES (State material)  
 Main..... Auxiliary (over 3 in. bore).....  
 Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)  
 Special condition of class:- "ME driven scavenge pump being specially examined and dealt with as found necessary on arrival at Hamburg."  
 Damage:- / Stated sustained to ME driven scavenge pump on the voyage No.28 on the 29th July, 1961 from Gdynia to Bremen.  
 Now done:- ME driven scavenge pump dismantled and all parts specially examined.  
 Found:- Connecting rod bottom end bolts broken, connecting rod bent and piston crosshead and guide bush broken out.  
 Now done:- Bolts, connecting rod, piston crosshead with guide bush and crank bearing renewed, all parts satisfactorily fitted and secured.  
 On completion of repairs ME with attached scavenge pump tested working and found good.  
 It is recommended that the special condition regarding ME driven scavenge pump may now be deleted.



LEAVE THIS SPACE BLANK

Survey fees ... ..  
 Repairs Damage fee ... £ 20.0.0  
 Expenses... .. £ 2.50  
 Spec.attend. ... £ 4.10.6

Date when Alc rendered.....



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