

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

(Received at London Office

8 MAY 1950)

Date of writing Report 11th April 1950 When handed in at Local Office 1950

Port of G D Y N I A

No. in Survey held at G D Y N I A Date. First Survey 28.2. Last Survey 1.3. 1950  
Reg. Book. (No. of Visits 2)

20845 on the Machinery of the Wood, Iron or Steel M.V. " OKSYWIE "

Tonnage { Gross 768 Vessel built at Abo By whom Crichton-Vulcan A/B When 1938 - 3  
 Net 342 Engines made at Skm. By whom Atlas Diesel A/B When 1938  
 Nominal 157 MW Boilers, when made (Main) - (Donkey) -  
 No. of Main Boilers Owners Zegluga Polska Owners' Address -  
 No. of Donkey Boilers 1 Managers Gdynia-America Shipping Lines Ltd. (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers Port Szczecin Voyage -  
 in Donkey Boilers 43 Lb. If Surveyed Afloat or in Dry Dock Afloat  
 (State name of Dock.) Polish Quay.

Last Report No. Port

Particulars of Examination and Repairs (if any) CONTINUOUS SURVEY &amp; S.R.L.

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 No damage

Was a damage report made by anyone else? If so, by whom? No.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? None

" " Donkey " " " No

If not, state for what reasons DBS NOT DUE 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 - Present condition of funnel(s) 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? - To what pressure were they afterwards adjusted under steam? -

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

Has 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 - State the wear down in the

stern bush Vessel Afloat Is electric light and/or 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.

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done CONTINUOUS SURVEY.

Cert. B1. (CS) and Letter 4 issued, copies attached.

NOW DONE :-

CONTINUOUS SURVEY : The following machinery parts examined and found in satisfactory condition :-

Main Engine : Nos. 1, 2, and 6 crankjournals with their bearings, and Nos. 2 and 5 crankpins with their bearings.

Fuel oil transfer pump.

S.R.L. : Main Engine crankshaft: Nos. 1, 2, and 6 crankjournals, and Nos. 2 and 5 crankpins examined on account of corrosion and found to continue efficient, it is recommended that the crankshaft be renewed before the end of May 1950.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, so far as now seen, is eligible

(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.)

in my opinion to remain as Classed, with fresh Record +LMC.CS (with date) on completion of the Survey, subject to the Main Engine crankshaft being renewed before the end of May 1950.

Survey Fee (per Section 29) CS £ 8,060 :

EXAMINATION OF CRANKSHAFT Special Damage or Repair Fee (if any) £ 16,120 :

Travelling expenses (if chargeable) £ 450 :

Fees applied for

19

Received by me,

19

Committee's Minute

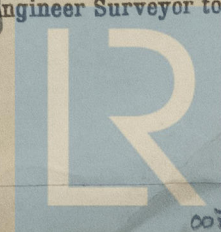
Assigned

FRI. 26 MAY 1950

Deferred for comp CS

J. A. Bosta.

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register

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