

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

(Received at London Office)

13 JUN 1950

Date of writing Report... 16th. May 1950 When handed in at Local Office... 19. 50  
 No. in Survey held at Gdynia Date. First Survey 1. Dec. 1949 Last Survey 17. Mar 1950  
 Reg. Book. 15008 on the Machinery of the (Wood, Iron or) Steel S.S. "KASTORIA"  
 (No. of Visits... 6)

Tonnage { Gross 307 Vessel built at Beverley By whom Cook Welt'n & Gemmell Ltd. When 1917 - 1 mo  
 Net 121 Engines made at Hull By whom Amos & Smith Ltd., Hull When "  
 Nominal 9000 HP Boilers, when made (Main) (Donkey) -  
 No. of Main Boilers 1 Owners "DALMOR" Panst. Przens. Pol. Dal. Owners' Address -  
 No. of Donkey Boilers - Managers - Port Gdynia Voyage -  
 Steam Pressure in Main Boilers 185 LB. If Surveyed Afloat or in Dry Dock Both  
 in Donkey Boilers - (State name of Dock.) Stocznia Gdynska No. 1 D.D.

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking and BS.

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.

Has a damage case 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

Has a damage report made by anyone else? If so, by whom? None

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" " Donkey " " " None

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 3 Jan. 1950

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 185 LB/Sq. INS.

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, 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? Yes, 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? No

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 Not Examined State the wear down in the stern bush 2.3 mm. 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. COMPLETE

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

Cert. B1 issued, copy attached.

NOW DONE :-

DOCKING : Vessel in dry-dock, propeller, sea valves and cocks with their outside fastenings examined and found or placed in satisfactory condition.

BOILER SURVEY : Boiler examined internally and externally, together with its safety valves, mountings, manholes, doors and their fastenings, afterwards examined under steam and safety valves adjusted to the working pressure.

S.R.L. : Nothing done towards these items at this time.

REPAIRS (WEAR & TEAR) : Several plain tubes renewed in boiler, together with a number of stay tubes.

Seam of wrapper plate to back end plate overhauled and made tight in centre combustion chamber.

Boiler examined under hydraulic pressure on completion of repairs and found satisfactory.

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 3,11, B&MS 3,11 or LMC 140 lb., FD, &c.)

in my opinion to remain as Classed with fresh Record of BS 3,50, subject to the Main Engine bedplate, condenser side

plate at bottom and L.P. cylinder being examined by 5,51 (2 years limit).

Survey Fee (per Section 29) Boiler Survey 16,120

Special Damage or Repair Fee (if any) 4,000

Travelling expenses (if chargeable) 1,800

Fees applied for 19

Received by me, 19

Committee's Minute

Assigned As now subject BS 3,50

TUES. 27 JUN 1950

Engineer Surveyor to Lloyd's Register of Shipping.

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

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