

Rpt. 9.

DISCLOSED SECTION 170N 489
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. 1950

Port of G D Y N I A

No. in Survey held at G D Y N I A

Date. First Survey 3rd. April Last Survey 14th. April 1950

18709 on the Machinery of the Wood, Iron or Steel S.S. "MERKURY"

(No. of Visits. 3)

Tonnage Gross 352

Vessel built at Beverley

By whom Cook Welt'n & Gemmell

Year. Month.

Net 147

Engines made at Hull

By whom C.D. Holmes & Co. Ltd.

When 1926 - 4mo.

Nominal 9600

Boilers, when made (Main) -

(Donkey) -

When "

No. of Main Boilers 1

Owners. Polish Government

Owners' Address -

If Donkey Boilers -

Managers "DALMOR" Panst. Przeds. Pol. Dal.

(If not already recorded in Appendix to Register Book.)

Main Boilers 200LB

If Surveyed Afloat or in Dry Dock Both

Port Gdynia

Voyage -

Donkey Boilers -

(State name of Dock.)

Stocznia Gdynska No. 1 D.D.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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 A1		+LMC 4,46
Stm. Trawler		BS 4,49-7,48
1,49 7,49		TS (CL) 7,48
ss. Ant. 4,46		
Reclassified 4,46		

Report No. 3105 Port Gdynia

Particulars of Examination and Repairs (if any) Part BS

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

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

Is 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? yes

" " Donkey " " " None

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?

What latest date of internal examination of each boiler. 3 APRIL 1950

Did the Surveyor examine the Safety Valves of the Main Boilers? YES

Present condition of funnel(s) EFFICIENT.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? -

To what pressure were they afterwards adjusted under steam? NOT ADJUSTED

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES

To what pressure were they afterwards adjusted under steam? -

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 the 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 1.8 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.

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

To complete the Boiler.

Survey, the safety valves remain to be adjusted.

Cost B1 revised, copy attached.

NOW DONE:-

BOILER SURVEY: Boiler examined internally and externally, together with its safety valves, manholes, doors and their fastenings.

REPAIRS (WEAR & TEAR): Both Bottom manhole flangings built up with electric welding.

Vessel dry-docked on the 12th. April 1950 for Special Surveys. Shell plating, rudder, propeller, and outside fastenings of sea connections examined.

All Surveys in Poland terminated on the 5th. April 1950, at the request of the Polish Shipping Mission, London.

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, BS 9,11, B&MS 9,11 LMC 9,11 or LMC 140 lb., FD, &c.)

seen, is eligible in my opinion to remain as classed, with fresh Record of BS 4,50 when the safety valves have been adjusted.

Survey Fee (per Section 29) BS £ 16,120

Fees applied for

Special Damage or Repair Fee (if any) £ :

19

Travelling expenses (if chargeable) £ :

450

Received by me,

19

Committee's Minute

TUE. 27

4.50 Gdynia, subject.

Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 9 MAR 1951

Print class on Lloyd's Register Foundation reprint of R.B.

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

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

010011-0146

BS due 7.50 commenced

Docking.

It is submitted that the
amount WILL BE correct for
the record. BS 4.50 when
the SV's have been
adjusted.

JOB 19/6/50

162



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