

# 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 GDYNIA

No. in Survey held at SZCZECIN Date. First Survey 5th. Jan. Last Survey 8th. March 1950  
 Reg. Book. 29463 on the Machinery of the Wood, Iron or Steel M.V. "URANIA" (No. of Visits 5)

Tonnage { Gross 299 Vessel built at Rowhedge By whom Rowhedge Ironworks, Co. Ld. When 1944  
 Net 118 Engines made at Bel. By whom Harland & Wolff Ld., Bel. When 1944  
 Nominal 1144 HP Boilers, when made (Main) (Donkey)  
 No. of Main Boilers 2 Owners Polish Government Owners' Address  
 No. of Donkey Boilers - Managers "DALMOR" Panst. Przeds. Pol. Dal. (If not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers - Port GDYNIA Voyage  
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock Both  
 (State name of Dock.) STOCZNIA SZCZECINSKA.

Last Report No. Port

Particulars of Examination and Repairs (if any) Dkg., TS., and Mod. LMC.

(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 " " 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 -

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? YES Has it a continuous liner? no Is an approved oil retaining appliance fitted at the after end? yes

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 6th. Feb. 1950 State the wear down in the stern bush Close Pit 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 COMPLETE  
 Cert. B1 issued, copy attached.

NOW DONE :-

DOCKING and TS.: Vessel in dry-dock, propeller, screwshaft, sternbush, oil gland fittings, sea valves, cocks, stools, and outside fastenings examined and found, or placed in satisfactory condition.

MODIFIED LMC: The following machinery parts examined and found, or placed in satisfactory condition :-

Main Engine: All 5 cylinders, liners, covers with their valves and valve gears, and pistons. No. 3, 4, and 5 connecting rods, and gudgeon pins with their bearings.

Nos. 1, 4, and 5 crankpins with their bearings, and Nos. 4, 5, and 6 crankjournals with their bearings.

Main Engine attached compressor.

Intermediate shaft journal with its bearing.

Generator Engine (6 cyl.): All cylinders, liners, covers with their valves and valve gear, pistons, connecting rods, gudgeon pins with their bushes, crankpins with their bearings, and Nos. 4 and 5 crankjournals with their bearings.

- P.T.O. -

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.) CS 9.34,

in my opinion to remain as Classed with fresh Record of TS (OG) 2,50 and LMC (M) 3,50.

Survey Fee (per Section 29) TS £ 12,090 Fees applied for  
 MODIFIED LMC 32,240 19  
 Special Damage or Repair Fee (if any) £ : :  
 (per Section 29.) REPAIRS 12,000 Received by me, 19  
 Travelling expenses (if chargeable) £ 5,400

Committee's Minute

FRI. 26 MAY 1950

Assigned

Shel (M) 3.50 subject  
 A. 2.50

J. A. Bouter  
 Engineer Surveyor to Lloyd's Register of Shipping.

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Starting air reservoirs examined internally.  
Fittings, connections and extended valve spindles of oil fuel tanks examined.

S.R.L. : - Nothing done towards the Spare Gear at this time.

REPAIRS (WEAR & TEAR) : Screwshaft lightly machined in way of journals, and sternbush renewed.  
Oil gland fittings renewed, oil pump and pipe lines overhauled.  
Intermediate shaft lightly machined in way of journal and bearing remetalled.  
Nos. 3 and 5 Main Engine pistons renewed.



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