

## Report of Survey for Repairs, &amp;c., of Engines and Boilers.

(Received at London Office 17 DEC 1925)

Date of writing Report 16<sup>th</sup> Dec 1925 When handed in at Local Office 16<sup>th</sup> Dec 1925 Port of CARDIFF

No. in Reg. Book. 30435 Survey held at Cardiff Date, First Survey 5<sup>th</sup> Dec Last Survey 10<sup>th</sup> Dec 1925 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel ~~Le~~, 3<sup>rd</sup> Lt Le, "Polonia"

Tonnage { Gross 896  
Net 434 Vessel built at Amsterdam By whom Verschure & Co Sp & Mb When 1917

Nominal Horse Power 113 Engines made at Amsterdam By whom Verschure & Co Sp & Mb When 1917

No. of Main Boilers 2 Boilers, when made (Main) 1917 (Donkey)

No. of Donkey Boilers 1 Owners Haig Shipping Co Ltd Owners' Address London  
(if not already recorded in Appendix to Register Book).

Steam Pressure in Main Boilers 180 lbs Managers King & Co Ltd Port Cardiff Voyage

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Dry Dock Hills & Co (State name of Dock.)

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

Last Report No. PortParticulars of Examination and Repairs (if any) B.S. & Damage

(Periodical Surveys, when held, must be reported in detail and serialim 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 yes, not reqd

Was a damage report made by anyone else? If so, by whom? Lur to Lou Sal Assoc<sup>n</sup>

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

Do, " Donkey " " " Howe

If this was not done, state for what reasons? ✓

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 180 lbs per sq

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

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 Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Howe

, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes

, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? yes

Is it fitted with continuous liner? Two Liners

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No Special Appliance

Has shaft now been changed? No If so, state reasons ✓

Is the shaft now fitted new? ✓

Has it a continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? Stern bush rewooded.

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

Damage stated to having been caused through vessel grounding after leaving Lorient for Hennebont on 18<sup>th</sup> October 1924, for account of which the following now done,

Examined propeller, stern bush, screw shaft, thrust shaft and collars, sea cocks and valves and their fastenings, condenser and auxiliary pumps. Found same in order.

Main boilers examined in their entirety together with safety valves, mountings and doors.

Main check valve seat on Port Boiler knifed and valve ground in.

Safety Valves of Main Boilers adjusted under steam at 180 lbs pressure per sq  
Engines tried under steam and found in order.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far  
(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, B.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)  
as now seen is in good condition and eligible in my opinion to remain as classed and to have fresh record of survey B.S. 12-25 entered in the Register Book.

Survey Fee (per Section 28) B.S. £ 3 : 0 :

Special Damage or Repair Fee (if any) (per Section 28.) £ 3 : 3 :

Travelling Expenses (if chargeable) £ :

Fees applied for  
16 Dec 1925

Received by me  
1926

Committee's Minute

TUES. 29 DEC 1925

Assigned

Deferred

BS 12.25

FRI. 26 MAR 1926

TUES. 19 JUN 1928

TUES. 21 SEP 1926

FRI. 10 AUG 1926

TUES. 30 NOV 1926

James Murdoch  
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

010283-010288-0031



Grounding damage.  
Machinery partly examined.

CS. due 9.25. now held.

SS. No 2 due 2.25. To be held  
within year of grace. App?

It is submitted that  
the vessel is eligible for  
the RECORD. CS. 12.25

5/12.25.

904  
22/12/25

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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