

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 13 FEB 1949)

Writing Report..... 7/2 49 When handed in at Local Office..... 1/2 49 Port of GDYNIA

Survey held at Szczecin and Gdansk Date. First Survey 1/8/48 Last Survey 1.2.49
(No. of Visits.....)

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

Gross 112 Vessel built at Amsterdam By whom Amsterd. Drydock Co. N.V. When 1944 -
Net 330 Engines made at do By whom do When " -
Main Boilers 2 Boilers, when made (Main) - (Donkey) -
Donkey Boilers - Owners "Polimex" (Polish Export & Import Co) Owners' Address -
(If not already recorded in Appendix to Register Book.)
Managers - Port Szczecin Voyage -
If Surveyed Afloat or in Dry Dock Szczecin and Gdansk
(State name of Dock.)

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.E., if any)
100 A 1		LC 3,48
for towing services		TSOG
1,48		
Classed 3,48		
ss Ans. 3,48		
Strengthened for navigation in ice		

Report No. - Port -

Details of Examination and Repairs (if any) Damage, Docking, TS Repairs

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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 stated at the end of the report. State also the dates and initials of any letters respecting this case.

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 offered but not required.

Damage report made by anyone else? If so, by whom? Yes. Mr. Kisielewski

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

" Donkey " " " none

Reasons for not due for survey not due for survey What parts of the Boilers could not be thus thoroughly examined? -

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? -

Date of internal examination of each boiler not examined Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? -

Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? -

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

Shaft now been changed? yes If so, state reasons see below Has the shaft now fitted been previously used? no Has it a continuous liner? no

Approved oil retaining appliance fitted at the after end? yes State date of examination of Screw Shaft 1.12.48. State the wear down in the screw shaft close fit Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

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.

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

Reasons on account of damage to forward HP cylinder cover caused by two junk ring bolts becoming loose and suspected to screw shaft.

MACHINERY. Main engine forward H.P. cylinder cover was found damaged and holed by two loose junk ring bolts, one of which was found bent and hammered lying on top of the piston, the second had broken into small pieces, the washers from both bolts were bent and broken. Piston rod thimble end and nut heavily hammered, cylinder somewhat scored but not considered detrimental. Remaining six junk ring bolts found loose. Top section of forward top H.P. valve and liner were scored and two rings broken. After H.P. cylinder and both L.P. cylinders examined; six of the eight junk ring bolts in the H.P. pistons were thread bound, the copper and steel washers were slack under the heads of the bolts. Five of the six ribs in both low pressure pistons, lower sections, were found cracked at the junction of the ribs and the periphery of the pistons, cracks are small and not considered detrimental.

Efficient temporary repairs were effected to the forward H.P. cylinder cover, the existing junk ring bolts adjusted, the broken rings removed from the forward H.P. top valve and the vessel was taken to Gdansk for repairs. It was stated that the screw shaft oil gland had been leaking freely and that some difficulty had been experienced with the crankshaft main bearings and forward L.P. crankpin bearing.

Docking. Vessel placed on floating dock. Propeller, screwshaft, oil gland, stern bush, stern tube, cocks, valves and outside fastenings of sea connections examined. The screw shaft had worn down 27 m.m., wearing through the stern bush for a length of about 1 metre and into the stern tube; the stern tube was cracked circumferentially for about three quarters of its circumference at a position 20 m.m. inside the stern frame.

P.T.O.

Observations, Opinion, and Recommendation:—The machinery of this vessel, 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, ES 9,11, B&MS 9,11 LMC 9,11 or LMC 140 lb., FD, &c.)

Here now seen, is eligible in our opinion to remain as now classed with fresh record of TS OG N.12.48.

TS 8,060

Damage or Repair Fee (if any) 16,120

Expenses (if chargeable) -

REPORT Fee 8 APR 1949

COLLECT LONDON FROM BUILDERS PER GDYNIA LETTER 5.2.49.

Fees applied for 7/2 19 49

Received by me, not yet 19

Signature: A. Sienkiewicz for W. Kimber & self
Engineer Surveyor to Lloyd's Register of Shipping.

As now SN 12,48

Lloyd's Register Foundation

01636-011645-0022

the oil gland was found in good order, the oil supply, gravity, positive and no cause for the damage was apparent.

MACHINERY.

Main engine examined over all parts including cylinders (4), pistons, valves, valve casings, crossheads, guides, connecting rods, crank, thrust and intermediate shafts with their bearings, condenser,

MACHINERY REPAIRS.

Screwshaft drawn and found deeply scored, cast iron had fused into the shaft; Spare screwshaft fitted.

No. 5 main bearing, No. 3 top half main bearing and forward LP crankpin bearing remetalled.

Crankshaft bedded and alignment of cylinders verified, shaft is lying slightly to starboard. Thrust and intermediate shaft aligned, thrust block rechecked.

Forward H.P. cylinder cover renewed.

All junk ring bolts in both H.P. pistons renewed, design amended allowing heads of bolts to be wired.

Top section of forward top H.P. valve and rings renewed. Loose seats in auxiliary steam distribution valve chests, port and starboard renewed and securing pins fitted.

BOILER REPAIRS.

Two plain tubes in port box, port boiler, renewed.

Leaking main stay caulked and nut refitted.

Approximately 200 combustion chamber staynuts hardened.

Electrical Repairs.

Defective voltmeter on switchboard renewed.

Main lead to compass on upper bridge renewed.

Portable light fitting on boiler top rewired.

TRIALS.

Main and auxiliary machinery examined under working conditions, at sea, on completion of repairs and found satisfactory.

Copy Cert. B attached.

Copy of Rpt. 10 previously forwarded to London Office.



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