

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

(Received at London Office)

Date of writing Report 16/11 48 When handed in at Local Office 16/11 48 Port of GDYNIA

No. in Survey held at Gdynia Date, First Survey 9/11/48 Last Survey 12/11 1948
 Reg. Book. 64609 on the Machinery of the Wódek, Iron or Steel S.S. "KATOWICE" (No. of Visits two)

Tonnage { Gross 1995
 Net 1107 Vessel built at Caen By whom Chant. Nav. Francois Year. Month. When 1925 10
 Engines made at Nantes By whom Atel. & Chant. de la Loire When "
 Nominal Horse Power 189 Boilers, when made (Main) - (Donkey) -
 No. of Main Boilers 2 Owners Zegluga Polska Owners' Address -
 No. of Donkey Boilers - Managers Gdynia-America Shipping Lines Ltd. Port Gdynia
 Steam Pressure in Main Boilers 185 If Surveyed Afloat or in Dry Dock afloat Gdynia
 in Donkey Boilers - (State name of Dock.)

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

Last Report No. - Port

Particulars of Examination and Repairs (if any) Damage Repairs

(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

Was a damage report made by anyone else? If so, by whom?

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

" " Donkey " " "

If this was not done, state for what reasons? B.S. not due

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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

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

To what pressure were they afterwards adjusted under steam?

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?

, 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 screw shaft now been drawn and examined? No

Is it fitted with continuous liner?

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

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

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 date of examination of Screw Shaft

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

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

as the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

Damage stated to have occurred on the 23rd and 24th October 1948 during heavy weather whilst on a voyage from Gdansk to Ghent. The Owners representative stated that a damage report was made by Mr. Gaston Labaye but there is no evidence that any of the Society's surveyors were called in.

Now done:- The Chief Engineer of the vessel stated that the ballast and feed pumps, used to pump water out of No. 2 hold, were dismantled and cleaned. These pumps now examined under working conditions and found in good order. Other minor repairs effected.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as far as now seen,

(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, E.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

is in an efficient condition and eligible in my opinion to remain as classed without fresh record of survey subject to all the items at present attached to the vessels Class being dealt with as previously recommended.

Survey Fee (per Section 20) £ see Gdynia Rpt. 8
 Special Damage or Repair Fee (if any) £ No. 2167
 Travelling expenses (if chargeable) £ : :
 Fees applied for
 Received by me,

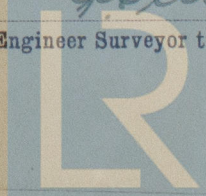
Committee's Minute

Signed

FRI. 17 DEC 1948

As now, subject

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1011-0049