

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

No. 3262.

Date of writing Report 30th May 1950 When handed in at Local Office 1950
 (Received at London Office 22 JUN 1950)
 No. in Survey held at GDANSK Date. First Survey 28th Dec. 49 Last Survey 13th April 1950
 eg. Book. 22264 on the Machinery of the (Wood, Iron or Steel) S.S. "POKUCIE" (No. of Visits 8)

Gross 324 Vessel built at Selby By whom Cochrane & Sons, Ltd. Year. Month. 1917-12mo
 Net 150 Engines made at Hull By whom G.D. Holmes & Co. Ltd. When
 Nominal 87MN Boilers, when made (Main) (Donkey)
 se Power of Main Boilers 1 Owners Baltycka Spolka Okretowa Owners' Address
 of Donkey Boilers - Managers J. Olzowski (if not already recorded in Appendix to Register Book.)
 am Pressure 200LB. Main Boilers If Surveyed Afloat or in Dry Dock BOTH. Port Gdynia Voyage
 Donkey Boilers - (State name of Dock.) STOCZNIA GDANSK, N° 2.

Report No. Port
 Particulars of Examination and Repairs (if any) DOCKING, PART TLME, & S.R.L.
 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.
 a damage report made by anyone else? If so, by whom? NO
 the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? NO
 " Donkey " NONE
 t, state for what reasons BS NOT DUE What parts of the Boilers could not be thus thoroughly examined?
 t 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?
 latest date of internal examination of each boiler

CHARACTER.		Machinery and Boiler	
* for Special Survey.		Surveys	
Date of last Survey and of Periodical Surveys.		(including date of N.B., if any)	
+100 A1		+LMC	12.45
Stm. Trawler		BS	7.49
6.48		TS (CL)	7.49
ss. Ght. 8.46 (Dr)			

Present condition of funnel(s) EFFICIENT.
 To what pressure were they afterwards adjusted under steam?
 To what pressure were they afterwards adjusted under steam?
 and of the Donkey Boilers?
 and of the Donkey Boilers?
 and of the Donkey Boilers?
 Is an approved oil retaining appliance fitted at the after end? NO
 Has the shaft now fitted been previously used? Has it a continuous liner?
 State date of examination of Screw Shaft NOT EXAMINED State the wear down in the bush 1.1 mm. 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
 Survey is not complete, state what arrangements have been made for its completion and what remains to be done

To complete the Machinery as now examined (see below). The Owner's Superintendent stated that the Machinery Survey would be completed when the vessel is submitted for Special Survey, due 8.50.
 Cent. BI issued, copy attached.

DOCKING: Vessel in dry-dock, propeller, sea valves and coals with their outside fastenings examined and found, or placed in satisfactory condition.
 COMMENCEMENT OF TLME: The following Machinery parts examined and found, or placed in satisfactory condition.
 All Main Engine valves, valve casing, crane and thrust shafts with their Bearings.
 h. Crack examined in top flange of H.P. cylinder, this has not extended - P.T.O.

al 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.)
 is eligible in my opinion to remain as classed, with fresh record of TLME 4.50 on the Survey has been completed, with Endorsement is - H.P. cylinder flange.

ee (per Section 29) PART TLME £ 15,500 Fees applied for
 Damage or Repair Fee (if any) £ 8,000
 ling expenses (if chargeable) £ 4,500
 Received by me,
 nittee's Minute TUES. 11 JUL 1950
 med Deferred for comp. N.S.

J. A. Bate. © 2021
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 008618-008627-0148

Beyond the previously fitted stopping screw.

It is submitted that this item be deleted from the Special Reason List and noted as an Endorsement under Group B.

REPAIRS (WEAR & TEAR): Two securing bolts renewed in sternbulk flange.

L.P. valve spindle machined.

Crankshaft journals skimmed and main bearings reinstalled.

Thrust shaft collars and journals machined.

Shafting bedded in and alignment checked.