

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

No. 3262.

(Received at London Office

22 JUN 1950

Date of writing Report 30th May 1950

When handed in at Local Office

Port of GDYNIA

No. in Survey held at GDANSK

Date. First Survey 28th Dec. 49 Last Survey 13th April 1950

22264 on the Machinery of the (Wood, Iron or Steel) S.S. "POKUCIE"

(No. of Visits 8)

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

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Years assigned now or expired	Machinery and Boiler 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)		

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 summarized 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

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

Donkey " " NONE

State for what reasons BS NOT DUE 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?

Latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boilers? Present condition of funnel(s) EFFICIENT.

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

Has the 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 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

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

To complete the Machinery survey, all the Rule Requirements remain to be carried out, with the exception of the machinery Survey would be completed when the vessel is submitted for special survey, due B, 50.

Cent. BI issued, copy attached.

NOT DONE: -

DOCKING: Vessel in dry-dock, propeller, sea valves and coals with their outside fastenings examined and found, or placed in satisfactory condition.

RECOMMENCEMENT OF TLME: The following Machinery parts examined and found, or placed in satisfactory condition.

All Main Engine valves, valve casings, crane and thrust shafts with their Bearings.

Crack examined in top flange of H.P. cylinder, this has not extended - P.T.O.

General 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 when the Survey has been completed, with endorsement re - H.P. cylinder flange.

CS 3,34.

Fees applied for

Damage or Repair Fee (if any) £ 8,000

Surveying expenses (if chargeable) £ 4,500

Received by me,

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

Committee's Minute TUES. 11 JUL 1950

Deferred for comp. N.S.

Is a Certificate required? If so, to be sent to

Lloyd's Register Foundation

008618-008627-0148

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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 plange.

L.P. valve spindle machined.

Crankshaft journals skimmed and main bearings reinstalled.

Thrust shaft collars and journals machined.

Sluicing bedded in and alignment checked.