

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

No. 8113

(Received at London Office)

Writing Report 20th Jan. 1945 When handed in at Local Office 30th Jan. 1945 Port of Baltimore, Maryland
 Survey held at Baltimore, Md. Date, First Survey 25th Aug. Last Survey 14th Dec. 1944
 on the Machinery of the ~~Woodlark~~ Steel M. S. "POZA RICA" (No. of Visits 19)

Gross 7500 Vessel built at Genoa - Sestri By whom Soc. Anon Ansaldo Year. Month.
 Net Engines made at Turin By whom Soc An "Fiat" S.G.M. When 1940
 Boilers, when made (Main) Owners (Donkey) When 1940
 Owners Owners' Address
 Managers (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat in Dry Dock Maryland Drydock Co. Port 21st Voyage
 (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 LMC (CS) DBS, TS for
 Comp. Class., See
 1st Entry Rpts.
 when held, must be reported in detail and serially in the terms of the Rules. State clearly the
 if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
 (the cause of which must be stated) should be separated from Repairs due to other causes; and
 in the body of the report, should be briefly summarised at the end of the report. State also the
 of any letters respecting this case.
 where the Surveyor has not made a special damage report he is required to state whether he
 services for this purpose, and why they were declined
 report made by anyone else? If so, by whom?
 personally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " " Yes
 state for what reasons?
 Boilers could not be thus thoroughly examined?
 means, in the absence of internal examination, were adopted by the
 himself of the thorough efficiency of those parts of each Boiler?
 internal examination of each boiler P 6th Oct., S 26th Oct.
 Present condition of funnel Good
 mine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?
 mine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.
 mine all the manholes, doors and their fastenings of the Main Boilers? Yes
 mine the drain plugs of the Main Boilers? Yes
 mine all the mountings of the Main Boilers? Yes
 been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?
 changed? No If so, state reasons.
 ted 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?
 on of Screw Shaft 26th Oct. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

ben referred to by numbers, should be counted from forward.
 examine the generators, motors, switchgear, cables and fuses? Yes
 distance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes
 complete, state what arrangements have been made for its completion and what remains to be done C.S. of Oil Engines.
 drydock, propeller, stern bush and outside fastenings examined and found in good order.
 , examined and reinstalled in good order.

following parts of machinery examined, found or placed in good order.
 All 6 cylinders, pistons with rods, covers and valves.
 Nos. 4 and 6 crossheads and top ends.
 Nos. 4 and 6 crankpins and bottom ends.
 All main bearings and journals.
 line shafting.
 ng air receivers.
 ary air compressor with its steam engine.
 (P.T.O.)

ations, Opinion, and Recommendation:—
 deration, 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
 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, *L.M.C. 9,11, or
 140 lb., F.D., &c.)
 The machinery of this vessel being now, so far as seen, in good and safe working condition
 in my opinion to be classed and it is recommended that records of D.B.S. 1044 and T.S. (CL) 10,44 now
 the record of L.M.C. (CS) with date be made in the Register Book when the survey has been completed.

ction 29) £ : - : - Fees applied for
 Repair Fee (if any) £ 200.00 Jan. 30, 1945
 (if chargeable) £ : 14.00 Received by me,
 Date fees 20.00 19
 Minute NEW YORK FEB 7 1945
 Class contemplated

2.44 y
 10.44
 005301-005306-0035
 Lloyd's Register
 Foundation

Insert Character of Ship and Machinery precisely as in the Register Book

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

Port and starboard dynamo oil engines with starting air vessels.
Sea connections.
Pumping arrangements.
Electrical Equipment examined and tested.

D.B.S. - The two water tube donkey boilers examined throughout with all mountings.
The boilers examined under steam, the safety valves adjusted to working pressure, 180 lbs.

The oil burning equipment examined under working conditions, pressure pipe lines found tight and contr efficient. The fire fighting equipment found efficient.

Repairs effected -

Port dynamo oil engine No. 4 main bearing retalled and shafting realigned.
No. 3 cylinder cover renewed.
The tip of one propeller blade faired.

Starboard Donkey boiler uptake buckled now renewed and upper securing connections made good.
Six steel electric circuit section boards renewed in synthetic insulating material.

The machinery examined under working conditions and found satisfactory.

Good

180 lbs

Yes

Yes

Yes

Yes

Yes

C.B. of Oil Engines.

propeller, stern bush and outside fastenings examined and found in good order.

The following parts of machinery examined, found or placed in good order.

All 6 cylinders, pistons with rods, covers and valves.

No. 4 and 5 crossheads and top ends.

No. 4 and 5 crankshafts and bottom ends.

All main bearings and journals.

Main shafting.

Starting air receivers.

Starting air compressor with its steam engine.

(P.T.O.)

The machinery of this vessel being now, so far as seen, in good and safe working condition by opinion to be cleared and it is recommended that records of D.B.S. 1944 and P.T.O. 1944 now record of L.R.O. (C) with date be made in the Register Book when the survey has been completed.



©2021

Lloyd's Register Foundation