

Report 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 ~~Wooden~~ Steel M. S. "POZA RICA" (No. of Visits 19)

Gross Tonnage 7500
 Vessel built at Genoa - Sestri By whom Soc. Anon Ansaldo Year. Month.
 Engines made at Turin By whom Soc An "Fiat" S.G.M. When 1940
 Boilers, when made (Main) Owners (Donkey) When 1940
 Owners' Address
 (if not already recorded in Appendix to Register Book.)
 Port Genoa Voyage
 Surveyed Afloat in Dry Dock Maryland Drydock Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. Port
 Particulars of Examination and Repairs (if any)
 LMC (CS) DBS, TS for Comp. Class., See 1st Entry Rpts.
 When held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 of any letters respecting this case.
 Where the Surveyor has not made a special damage report he is required to state whether he has examined the services for this purpose, and why they were declined.
 Has a special report made by anyone else? If so, by whom?
 Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
 " Donkey " " " " Yes

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired	Machinery and Boiler Surveys (Including date of N.B., if any)
		Carrying Pel. Bulk 6il Eng.

state for what reasons? -
 Why Boilers could not be thus thoroughly examined? -
 Means, in the absence of internal examination, were adopted by the Surveyor to ensure the thorough efficiency of those parts of each Boiler? -
 Internal examination of each boiler P 6th Oct., S 26th Oct. Present condition of funnel (S) Good
 Examine the Safety Valves of the Main Boiler? - To what pressure were they afterwards adjusted under steam? -
 Examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.
 Examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? Yes
 Examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? -
 Examine all the mountings of the Main Boilers? - and of the Donkey Boilers? Yes
 Have the Main Boilers 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? -
 Have the Donkey Boilers been drawn and examined? No If so, state reasons. -
 Have the Main Boilers 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? -
 Date 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"
 Have the Main Boilers been referred to by numbers, should be counted from forward. Is electric light and power fitted? Yes
 Examine the generators, motors, switchgear, cables and fuses? Yes
 Resistance 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.
 Main Boilers, examined and reinstalled in good order.
 The 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.
 Main shafting.
 Main air receivers.
 Main air compressor with its steam engine. (P.T.O.)

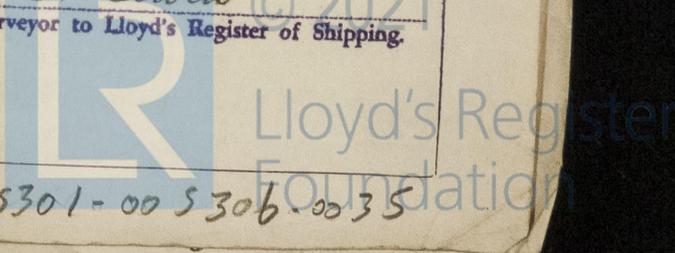
Observations, Opinion, and Recommendation:—
 No alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.E.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
 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.

Repair Fee (if any) £ 200.00
 Date fees 14.00
 Minute NEW YORK FEB 7 1945
 Class contemplated

Fees applied for Jan. 30, 1945
 Received by me, 1945
 Wm. C. Cowin
 Engineer Surveyor to Lloyd's Register of Shipping

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

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



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