

Rpt. 9

Date of writing report Sept. 15, 1956

Received London

Survey held at San Pedro, California

No. of visits six

REC'D NEW YORK SEP 21 1956
Port Los Angeles, Calif. No. 5497

First date July 18, 1956 Last date Sept. 13, 1956

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 74164 Name M.V. "POZA RICA" Gross tons 7884 Date of build 1938
Owners Petroleos Mexicanos Managers --- Port of Registry Tampico
Engines made 1938 By C. R. D. Adriatico, Tri. Type 2 SA
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers --- W.P. ---
No. of Aux./Donkey Boilers 2 W.P. 180
Surveyed Afloat or in Dry Dock Both
Nature of Survey TS, CS, DBS
Was Damage Report issued? no Int. Cert.? yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull

Machinery

100 A1 7/54

LMC 6/53

d 7/54

SS L.An. 6/53

CL 1/53

Carrying petroleum in bulk.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING PropellerK good Wear Down of Stern Bushes 3/16" Oil Glands no Sea Connections good
Fastenings good Has Screwshaft/Tide shaft been drawn? yes Date of Examination Aug. 22 Has Shaft been changed? no
Has Shaft now fitted been previously used? --- Has Shaft now examined/turned a continuous liner? yes Approved oil gland? no

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side
Centre
4 Crankpins & Bearings Side
Centre
5 Journals & Bearings Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 & 10 good.

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends good
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

16 SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS All good.

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.) tested, good.

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery and Donkey Boilers of this vessel are in good condition and eligible, in my opinion, to remain as classed, with fresh record of LMC-CS (with date) when the Survey cycle has been completed with notations - TS (cl) 8/56, and DBS 9/56.

Date of Committee NEW YORK SEP 26 1956

Decision as per DBS 9-56 and TS (cl) 8-56

30m, 5, 54. T.

Noted for Header

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If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position)..... Main Circulator, Starboard, good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....

35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....

38 Independent Air Compressors, Coolers & Safety Devices.....

39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....

41 Oil Fuel Tanks (Not forming part of hull structure).....

42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....

44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements..... All extinguishers refilled.

AUXILIARY ENGINES (Identify by position).....

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators.....		l Generators & Governors.....	good
b Exciters.....		m Motors.....	good
c Air Coolers.....		n Switchboards & Fittings.....	good
d Motors.....		o Circuit Breakers.....	good
e Air Coolers.....		p Cables.....	good
f Control Gear, Cables, etc.....		q Insulation Resistance.....	checked throughout & corrected.
g Insulation Resistance.....		r Steering Gear Generators and Motors.....	
h Insulating Oil Test.....		s Navigation Light Indicators.....	good.
i Overspeed Governors.....			
j Magnetic Couplings.....			
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN..... AUXILIARY, DONKEY & PRESS Port & Starboard on platform
aft, hydrostatically tested, good.

Superheaters..... yes, good

Safety Valves..... yes, good

Mountings, Doors & Fastenings..... 150 P.S.I. at Owners request.

Safety Valves Adjusted to { Sat.....
Spt.....

Boiler Securing Arrangements..... good

Main Economisers..... Exhaust Gas Heated Economisers.....

Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules? yes Forced Circulating Pumps.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel..... good.

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main..... Auxiliary (over 3 in. bore).....

Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

MAIN ENGINE Main bearing brasses Nos. 2, 3, 5 & 7 wiped, were remetalled, crankshaft rebbeded in and bridge gauge checked throughout.

Stern gland found broken was renewed.

Auxiliaries Condenser lower half retubed and tested.

LEAVE THIS SPACE BLANK

Survey fees \$ 100.00
TS 40.00
DBS 60.00

Damage fee
Expenses SAF \$ 12.00
\$ 18.00

Date when A/c rendered

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