

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

(Received at London Office 3-DEC 1953)

of writing Report July 19, 1953 When handed in at Local Office 19 Port of LOS ANGELES, CALIFORNIA
Survey held at SAN PEDRO, CALIFORNIA Date, First Survey Feb. 1952 Last Survey June 12, 1953
on the Machinery of the ~~Wood~~ ~~Iron~~ ~~Steel~~ MV "POZA RICA" (No. of Visits)

Gross 7884 Vessel built at Trieste By whom Cantieri Riunti Dell'Adriatico When 1938
Net 4459 Engines made at Turin By whom Soc.An."Fiat" S. G. M. When 1938
Boilers, when made (Main) (Donkey)
Main Boilers --- Owners. Petroleos Mexicanos Owners' Address
Donkey Boilers 2 Managers --- Port Tampico Voyage
Boilers --- If Surveyed Afloat or in Dry Dock Both, Todd Docks & Particulars of Classification (which must be inserted
by Boilers 180# (State name of Dock.) Todd Wharves, San Pedro, Cal. precisely as in Register Book & Supplements).

Report No. Port Contemp. Classn.
Particulars of Examination and Repairs (if any) LMC-DBS-TS- & Elec.

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)
CLASS CONTEMPLATED		

Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined ---

Special damage report made by anyone else? If so, by whom? ---

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ---

" Donkey " " " Yes

Work not done, state for what reasons? ---

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? Both boilers hydrostatically tested.

Date of internal examination of each boiler March 27, 1953 Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boiler? --- To what pressure were they afterwards adjusted under steam? ---

Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 180LBS. 12.5 kgs.

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ---, and of the Donkey Boilers? Yes

Surveyor examine the drain plugs of the Main Boilers? ---, and of the Donkey Boilers? None

Surveyor examine all the mountings of the Main Boilers? ---, and of the Donkey Boilers? Yes

Shaft now 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? No

Shaft now been changed? no If so, state reasons ---

Shaft now fitted 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? No

Examination of Screw Shaft Jan. 30 '53 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft relined.

Are the parts, when referred to by numbers, should be counted from forward. Is electric light power fitted? Both

Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

Work is not complete, state what arrangements have been made for its completion and what remains to be done Machinery, Donkey Boilers and Electrical complete for Contemplated Classification with this Society.

REMARKS - Vessel placed in drydock, propeller, stern tube bushes, sea cocks & valves with their fastenings, examined and found or now placed in good condition.

REMARKS for Tailshaft Survey - Tailshaft with continuous liner drawn, examined, found or now placed in good condition.

ENGINE - Examined:-

2, 3, 4, 5, 6, 7, & 8 Cylinders, liners, piston with rods, crossheads & brasses, connecting crankpin journals & brasses, crankshaft complete with all main journals & brasses.

Under covers, with valves, camshaft and pumps.

Scavenge pump, cylinder, piston with rod, crosshead with brasses, connecting rod with piston

Observations, Opinion, and Recommendation:- The Machinery & Donkey Boilers of this vessel are in good condition and eligible in my opinion to be Classed with this Society with records of

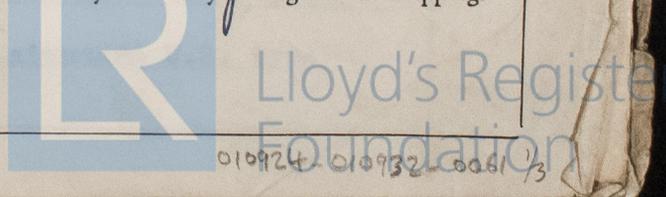
with notations TS (cl) seen 1,53 and DBS 3,53, subject to Main Engine crankpin #8 from aft, to be further examined before end of June, 1954 (12 months limit).

(per Section 29) \$: : Fees applied for
Repair Fee (if any) \$650.00: Aug. 15 19 53
(per Section 29.)
Expenses (if chargeable) \$ 70.00: Received by me,
19

Surveyor's Minute NEW YORK NOV 10 1953
Subject LMC 6.53

DBS 3.53 TS 1.53

Bloomfield
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

MV "POZA RICA"

continued:-

crankpin and brasses.

Thrust shaft complete with collar, pads and journals.

Intermediate length of shafting complete with plummer blocks.

All foundation bolts tested.

Main engine driven, lubricating oil, oil fuel, cooling water pumps.

Scavenge pump, cylinder, pistons, valves & covers, piston rod, crosshead pin & brasses, connecting rod, crankpin and brasses scavenge crank complete.

Main engine, connected bilge, cooling, lubeoil and fuel oil pumps in their entirety.

Camshafts and gear drives, with cams, clutches and reversing gear.

All the above found or placed in good condition.

Three starting air receivers, internally and externally together with all mountings and relief valves.

Two 3 cylinder auxiliary diesels Starboard, one steam auxiliary Starboard,

Two auxiliary air compressors with steam engines one port, one starboard, steam centri-

fugal circulating water pump and engine Starboard, Steam vertical duplex oil transfer

pump Starboard, Steam vertical duplex General Service pump Starboard, Steam vertical duplex

Fire & Bilge Starboard, Steam vertical duplex bilge starboard, two vertical simplex

boiler feed pumps starboard, one horizontal duplex fresh water, Starboard, Two vertical

simplex and two horizontal duplex boiler fuel pumps port, Two single cylinder engines for

forced draft fan to boiler .

Boiler fuel hand lighting equipment Starboard, Two vertical simplex lubricating oil

pumps electric horizontal fuel oil transfer pump forward and electric sanitary pump Port

in their entirety, piston, cylinders, buckets, rods, impellers and shafts, casings and

valves, all found or placed in good condition.

Auxiliary condenser, lubeoil coolers, lubeoil heaters examined, tested found or placed

in good condition.

Fore and Aft pumprooms, two horizontal duplex cargo pumps & one horizontal duplex bilge

pump each.

Auxiliary pumproom forward one each horizontal fuel transfer & bilge pump.

Bilge system throughout opened up and tested under running conditions.

Independent bilge suction line renewed from ME to aft end of engineroom 1 1/2" complete

with strainer.

Separate fuel tanks, pumps, and pumping arrangements opened, examined, tested as required,

all required deck control rods, renewed and tried out.

Donkey Boilers two, examined internally & externally together with their mountings and

all found or now placed in good condition. Safety valves adjusted under steam as above.

The oil fuel and steam smothering installation examined and tested under working condi-

tions. Chemical fire extinguishers examined and refilled by Kidde representative.

Electrical - Three Generators, ME turning motor, fuel oil transfer motor, two fuel and

one lubeoil purifier motors, sanitary pump motor, workshop motor, found or placed in good

condition. Electrical equipment throughout examined and megger tested March 3, 1952,

found or placed in good condition as required by the Rules.

All equipment examined under working conditions. Twelve hour sea trial with maneuvering

of main engines carried out with satisfactory results.

REPAIRS

Main engine entirely stripped and except for bedplate removed to workshop.

Crankshaft and tailshaft magnafluxed.

Crankshaft checked for alignment, found forward main journal running 13 thousandth out

of center prior to skimming of all journals and pins, spot heat applied to No. 8 crank-

pin for 90 seconds and alignment corrected (See Sketchs Todd No. 52-130 and 53-138).

All main and crank thrust journals and collar intermediate shaft journals and tailshaft

liners skimmed true, all coupling faces trued, all coupling bolts holes reamed and

bolts renewed.

Bridge gauge readings checked on completion for refitting crankshaft and new readings

recorded thereon. Deflection readings rechecked on completion of Sea Trial and found

satisfactory.

Crosshead pins skimmed true.

All main, crankpin, crosshead and shaft bearing brasses also thrust pads remetalled,

stern tube rewooded.

Connecting rod top and bottom flanges skimmed true.

Guide plates and astern bars also slippers, all skimmed true.

All main engine liners with top insert liners renewed.

Camshaft and starting air shafts, all pistons and rods, checked for alignment in lathe.

Main Engine attached lubeoil pump replaced with new unit from Engine makers LR.MAKU 4969

PK 10 4-3-52.

Steam centrifugal circulating water pump impeller shaft and bearings renewed.

Forward pumproom Starboard side sea valve renewed.

All gauges, main engines and donkey boilers recalibrated.

Boiler Repairs

Four new furnaces installed (Cleveland Report October 19, 1950 attached).

One plain tube renewed.

Shell studs for safety valves renewed.

Boilers reinsulated as required.

Electrical

Navigation light panel renewed six circuit with automatic system.

Telephone system throughout vessel renewed.

Obsolete wiring, panels and switches removed from poop quarters.

Distribution panels throughout vessel, fuse holders removed and standard U.S. type

holders installed.

MV "POZA RICA"

continued:-

Shore connection switch removed and new 200 A Drip proof switch installed inside poop Starboard.

Paint locker and boatswain store lights replaced with explosion proof fittings with control switches outside.

Safety alarms installed for main engine lubeoil, cooling water, fresh and salt complete with light and horn.

Battery charging board control switch renewed.

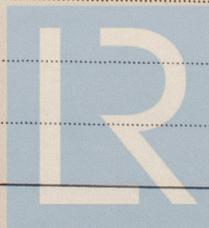
Diesel oil fuel transfer pump stop button installed in portside poop alleyway.

Fore and aft pumprooms deck light renewed, explosion proof complete with wiring and conduits with safety switches.

Main Engine turning motor repaired, dried out and revarnished.

Sanitary pump motor pressure starting switch and control panel renewed.

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