Rpt. 9.

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

No. 45575

Date of writing Report 25th Sept. 1944 When handed in at Local Office 25th Sept 1944 (Received at London Office 17 NOV 1944)

No. in S. Book 34227 Survey held at New York Port of New York

on the Machinery of the ~~XXXXXXXXXXX~~ Steel S.S."FLOMAR" Date, First Survey 16th Sept Last Survey 16th Sept. 1944 (No. of Visits 2)

Tonnage { Gross 5551 / Net 3422 }

Nominal Horse Power 582

No. of Main Boilers 3

No. of Donkey Boilers -

Pressure—Main Boilers 210 lbs.

Donkey Boilers -

Vessel built at Portland, Or. By whom Columbia River S.B.Corp. When Year 1919 Month 11

Engines made at Los Angeles, Calif. By whom Llewellyn Iron Works When 1919

Boilers, when made (Main) 1919 (Donkey) -

Owners Calmar S.S.Corp. Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers - Port New York Voyage

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Pier 58, New York

Report No. Port

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

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)
+100 A1 2,44		+LMC MS 12,40
s.s.Bal.No.3-11,	32	BS ~~8,43~~ 9,44
s.s.Bal.No.2-40		TS CL 7,42
Fitted for O.F. above 150°F.	12,	19 F.P.

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

Particulars of Examination and Repairs (if any) Dge.

Periodical Surveys, when held, must be reported in detail and seriatim 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 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 and 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 offered his services for this purpose, and why they were declined

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? No

" Donkey " " " -

If not done, state for what reasons? Not submitted for survey

Which parts of the Boilers could not be thus thoroughly examined? -

What 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? -

Last date of internal examination of each boiler -

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? - 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 shaft now been drawn and examined? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has it now been changed? If so, state reasons -

Is the 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? -

Date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft -

(The parts, when referred to by numbers, should be counted from forward.)

Is electric light and/or power fitted? -

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

If survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Damage stated to have been sustained on Sept.14,1944, while berthed at Pier 58, North River, when New York Central barge "Fordham" and Erie R.R. Barge 358 struck vessel, for further particulars see Master's log books.

REMARKS: The propeller was under water and was examined by diver, who reports no visible damage. Copy of diver's report attached. The main engines turned over and found in order.

Observations, Opinion, and Recommendation:—

(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, B.S. 9,11, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

The machinery of this vessel, so far as now is in safe working condition and is eligible, in my opinion, to remain as now classed with-out fresh record of survey.

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

(Under Section 29) £ - : :

Damage or Repair Fee (if any) £ - : : (Under Section 29.)

Expenses (if chargeable) £ - : :

Fees applied for 19

Received by me, 19

J. A. Moore

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK OCT 18 1944

As now

W312-0203

Notes
from
13.11.44