

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

No. 45575

Date of writing Report 25th Sept. 19 44 (Received at London Office 17 NOV 1944)
 When handed in at Local Office 25th Sept 19 44 Port of New York
 No. in Survey held at New York Date, First Survey 16th Sept Last Survey 16th Sept. 19 44
 on the Machinery of the ~~WOODHULL~~ Steel S.S. "FLOMAR" (No. of Visits 2)

Gross Tonnage 5551
 Net Tonnage 3422
 Vessel built at Portland, Or. By whom Columbia River S.B. Corp. Year. Month. 1919 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 -
 Managers - (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Afloat Port New York Voyage -
 (State name of Dock.) Pier 58, New York

Report No. - Port -
 Particulars of Examination and Repairs (if any) Dge.

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)
<u>*100 A1 2, 44</u>		<u>*LMC MS 12, 40</u>
<u>s.s. Bal. No. 3-11, 32</u>		<u>BS 9, 43 9.44</u>
<u>s.s. Bal. No. 2-40</u>		<u>TS CL 7, 42</u>
<u>Fitted for O.F. 12, 19 F.P.</u>		<u>above 150°F.</u>

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on parts of Machinery (the cause of which must be stated) should be separated from Repairs due to other causes; and the nature and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has referred his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom? No

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? No

Has the Surveyor examined the Donkey Boilers? -

Has the Surveyor examined the parts of the Boilers which could not be thus thoroughly examined? Not submitted for survey

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? -

What is the latest date of internal examination of each boiler? -

Has the Surveyor examined the Safety Valves of the Main Boiler? - Present condition of funnel(s) -

Has the Surveyor examined the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boilers? -

Has the Surveyor examined the drain plugs of the Main Boilers? - and of the Donkey Boilers? -

Has the Surveyor examined 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 the shaft now been changed? - If so, state reasons - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now fitted been previously used? - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft -

Has the Surveyor examined the generators, motors, switchgear, cables and fuses? - Is electric light and/or power fitted? -

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

Is the machinery complete, state what arrangements have been made for its completion and what remains to be done? Complete.

Damage sustained: 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 log books.

Remarks: NOTE: 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.

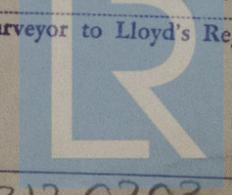
Observations, Opinion, and Recommendation: The machinery of this vessel, so far as now surveyed, is in safe working condition and is eligible, in my opinion, to remain as now classed with a fresh record of survey.

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 CS 3,34, 140 lb., F.D., &c.) -

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

Section 29) £ - : : Fees applied for
 Repair Fee (if any) £ - : : 19
 Section 29.) Received by me, 19
 Expenses (if chargeable) £ - : :
 Surveyor's Minute NEW YORK OCT 18 1944
 As now

J. A. Moore © 2019
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W312-0203

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

Noted
Hsu
15.11.44

[Faint, mostly illegible text, likely bleed-through from the reverse side of the page. Some words like "Noted" and "Hsu" are visible.]

Belong to Engines and Boilers

