

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

(Received at London Office

1 JUL 1950)

Date of writing Report 31st May, 19 50 When handed in at Local Office 31st May, 19 50. Port of PHILADELPHIA, PA.
No. in Survey held at Chester, Pa. Date, First Survey 22nd May, Last Survey 26th May, 1950.
Reg. Book 6065 on the Machinery of the ~~Wood, Iron or Steel~~ Single Screw Steamer "DELAWARE SUN" (No. of Visits three)
Gross 8964 Vessel built at Chester, Pa. By whom Sun S.B. Co. When 1922 1
Net 5617 Engines made at Chester, Pa. By whom Sun S.B. Co. When " "
Nominal Horse Power 628 Boilers, when made (Main) 1922 - 1 (Donkey) -
No. of Main Boilers 3 Owners Intercontinental S.S. Co., Inc. Owners' Address 80 Broad St., New York, N.Y.
No. of Donkey Boilers - Managers (See copy of letter attached) Port Phila., Pa. Voyage Balto., Md.
Steam Pressure in Main Boilers 210# If Surveyed Afloat or in Dry Dock Afloat in floating Particulars of Classification (which must be inserted
in Donkey Boilers - dock (Sun S.B. & D.D.) precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any)

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

In damage 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

Was a damage report made by anyone else? If so, by whom?

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

" " Donkey " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Good

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 screw 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

Has shaft now been changed? No If so, state reasons

Has 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?

State date of examination of Screw Shaft 23-5-50

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Rewooded

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

NOW DONE:- Vessel placed on floating dock. Propeller, sea connections and underwater fastenings examined. Sea valves opened up, examined and placed in order. Tailshaft drawn, examined and found in order.

REPAIRS: (WEAR & TEAR) NOW DONE:- Lower half of stern bush rewooded. Two propeller blades fractured on blade surface and in way of two stud holes repaired by brazing. Several other minor repairs effected.

LMC:- If desired, the examination of the sea valves can be considered as part of the Special Survey (due 4,50).

General Observations, Opinion, and Recommendation:- The machinery of this vessel is eligible.

(State 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.E.M.S. 9,11, *L.M.C. 9,11, or *LMC 140 lb., F.D., &c.)

*LMC CS 334, in my opinion, to remain as classed, with fresh record of tailshaft seen CL 5,50, and notation of *LMC (with date) when the Special Survey has been completed.

Survey Fee (per Section 29) \$ 40.00:

Special Damage or Repair Fee (if any) (per Section 29.) \$ 20.00:

Travelling expenses (if chargeable) \$ 4.00:

Fees applied for
31 May, 19 50
per F.A.G.
Received by me,
19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned Referred for comp LMC.

T5. 5.50

Lloyd's Register
Foundation

007528-007536-0122