

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

(Received at London Office, 4 FEB 1942)

Date of writing Report 8.12. 19 41 When handed in at Local Office 9.12. 19 41 Port of NEW ORLEANS, LA.

No. in Survey held at New Orleans, La. Date, First Survey 27.11.41 Last Survey 28.11. 19 41
eg. Book. 76907 on the Machinery of the Woodbrook Steel Sc. Steamer "JOSEPH M. CUDAHY" (No. of Visits three)

Gross 6950 Vessel built at Chester, Pa. By whom Sun. S.B. Co. When 1921 Month 2
 Net 4295 Engines made at " By whom " When 1921
 Nominal Horse Power 612 Boilers, when made (Main) 1921 (Donkey) "
 of Main Boilers 3 SB Owners Sinclair Refining Co., Inc. Owners' Address "
 of Donkey Boilers - Managers " Port New York, Voyage "
 Main Pressure 190 lbs and Surveyed Afloat in Dry Dock Todd-Johnson D.D. Inc. Particulars of Classification (which must be inserted
 of Donkey Boilers - New Orleans (State name of Dock.) New Orleans precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) Damage LMC (MS) & TS

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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 Offered not required

Was a damage report made by anyone else? If so, by whom? Yes. London Salvage Assoc. Surveyor

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Was this done in the case of Donkey Boilers? Boilers not due for survey.

What 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? -

What was the latest 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 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 the 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? -

What was the date of examination of Screw Shaft? 28.11.41 State the distance between lignum vitae XXXXXXXXXX stern bush and top of after bearing of screw shaft 1/8

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

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

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

Account of damage, stated to have been sustained when vessel struck a submerged object in the Houston Ship Channel, on the 9th November, 1941.

WORK DONE FOR DAMAGE:- Vessel placed on drydock. Examined propeller, stern bush and screw shaft.

REPAIRS DUE TO DAMAGE:- One broken propeller blade removed and replaced by spare new blade onboard. Its securing three remaining blades, hardened up. Tips of these three blades faired in place. Blade palms of flanges recemented.

NOTE:- A small surface crack was found in screw shaft at forward end of keyway. This crack was cut out, and disappeared at a depth of 3/8". Shaft is efficient.

WORK DONE FOR M.S. & T.S.:- Vessel placed on drydock, propeller, screw shaft, stern bush, sea connections and outside fastenings examined.

General Observations, Opinion, and Recommendation:- The Machinery of this vessel, is in safe condition, and eligible in my opinion to remain as classed, with fresh record of +LMC (MS) 11, 1941

and Tail Shaft now seen 61L. 11, 41.

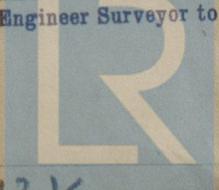
CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned or expired.	Machinery and Boiler Survey (including date of N.B., if any).
*100A1 3, 40 5.41		BS 7, 40 7.41
ssMob. No. 3-1, 33		*LMC 12, 36
ssMob. No. 1-36		TS (c1) 3, 36

Carrying Petroleum in bulk. Fitted for oil fuel 2, 21 F.P. above 150° F. Examined 5.41

Survey Fee (per Section 29).....	<u>L.M.C.-M.S. \$120.00</u>	Fees applied for <u>10.12.1941</u> Received by me, <u>P. Y. Baljouis</u> 19
Special Damage or Repair Fee (if any) (per Section 29.)	<u>T.S. 20.00</u>	
Travelling expenses (if chargeable).....	<u>ELECT. 15.00</u>	
	<u>3.00</u>	

Committee's Minute Assigned +LMC-M.S. 11, 41.
T.S. 11, 41.

P. Y. Baljouis
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1145-0113 1/2

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

Is a Certificate required? Yes

Noted.

F.H.
26/2/42.



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Port of **NEW ORLEANS**

Continuation of Report No. 5508 dated 9.12.41 on the
SS. JOSEPH M. CUDRY

Examined cylinders, pistons, slide and piston valves; crank, thrust and intermediate shafting; independent feed pumps, ballast pumps and remaining auxiliaries, together with pumping arrangements. (There are no main engine driven pumps)

Main and auxiliary condensers examined and tested. Electrical installation examined and megger tested as per rule requirements.

The windlass and steering engines examined. The oil fuel installation examined under working conditions and found satisfactory.

REPAIRS: BALLAST PUMP:- Water end of ballast pump renewed complete. Original buckets built up and machined to suit.

The machinery generally, overhauled, adjustments made, and the whole placed in good condition.

NOTE:- The Owners Representative stated that the casing and impeller shaft of the centrifugal circulating pump had been renewed 12 months previously, and this was not opened up at this time.

P. V. B

