

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

(Received at London Office, 16 JUL 1941)

Date of writing Report May 21st 1941 When handed in at Local Office June 3rd 1941 Port of New York N.Y. U.S.A.

No. in Reg. Book 83640 Survey held at Brooklyn N.Y. Date, First Survey April 7th Last Survey April 21st 1941
(No. of Visits 4)

"SOCONY" on the Machinery of the Wood, Iron or Steel

Tonnage Gross 4404 Net 2507 Vessel built at Vepevan. By whom Bremer T. Nelson. When 1936 Month 3.

Nominal Horse Power 425 Engines made at Do. By whom Do. When 1936.

No. of Main Boilers 25A Boilers, when made (Main) 1936. (Donkey) ✓

No. of Donkey Boilers 220. Owners' Address as given. At not already recorded in Appendix to Register Book. ✓

Steam Pressure in Main Boilers 220. Managers Socony - Vacuum Triang. Co. Ltd. Port LONDON. Voyage ✓

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock (State name of Dock.) Rother D.D. Sic.

Last Report No. ✓ Port ✓

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes.

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

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 Part April 8th 8th 1941 Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 220 lb.

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? Yes, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boilers? ✓

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

Has screw 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 shaft now been changed? ✓ 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 ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32.

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? Yes.

Has 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 Complete as far as ascertainable

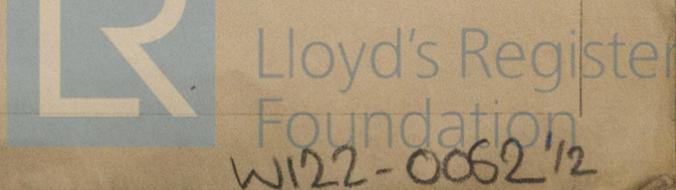
Special Periodical Survey of Machinery (Completion)
All covers removed from Main Engines & the Poppet Valve Steam Chambers throughout with valves, cages & spindles etc examined together with valve gear.
All main cross heads, Rods, Slippers & guides examined. All bottom end (crank pin) boxes examined with main bearings & spring bearings. The crank shaft with thrust shaft and thrust cage examined. Crankcase examined & tested. All main & auxiliary pumps, attached & independent welcome of air, feed, bilge, circulating ballast, general service, fuel oil, fuel service, fresh water & sanitary pumps etc opened & examined throughout with pumping arrangements, the valves & rods etc. The electric generator tested with test load 270

General Observations, Opinion, and Recommendation:—
 (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.&M.S. 9,11, & L.M.C. 9,11, or X.L.M.C. 140 lb., F.D., &c.)
Machinery capable to be retained or classed as is recommended that the name of I LMC (including Boilers) 4/41 be made in Register Book

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|---|----------------|---------------------|--------------------------------|
| Survey Fee (per Section 29) | <u>I LMC</u> | £ 120 ⁰⁰ | Fees applied for 22.5 19 41 |
| Special Damage or Repair Fee (if any) (per Section 29.) | <u>Boilers</u> | £ 30 ⁰⁰ | |
| Travelling expenses (if chargeable) | <u>etc</u> | £ 25 ⁰⁰ | |
| NEW YORK JUN 4 - 1941 | | | Received by me, 12/6 19 41 |

Committee's Minute
 Assigned I LMC - 4, 41.

C. Hastie
 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

"Tocony"

installation & fittings throughout examined, meggers & tested under running conditions. Feed heater, Evaporator & domestic refrigeration unit examined.

Boilers:- Both main boilers opened cleaned & examined thoroughly with all mountings, steam pipes & fittings. All Accessories (Cylinder No 148) tested under working conditions, oil fuel service pumps opened, and examined as aforementioned, 16 controls for the fuel & steam throttling systems examined with valves & oil discharge pipes etc & now satisfactory. Safety valves adjusted under steam with vessel in dry dock the propeller, stem bush & fittings examined.

Now Done:- The HP Engine crank shaft disassembled four pins machined, brasses re-retained, machined & refitted. HP & LP Engine poppet valves overhauled, four valve stems & bushings also sprung stems with bushings renewed. Engine intake fly valve overhauled & shaft reconditioned. LP bottom end brasses re-retained & aft main engine bearings with thrust bearing adjusted. The cooling spaces to all main bearings specially cleaned & to water service piping reconditioned. Bottom end oil pipes (8) renewed with clips & fittings. Auxiliaries overhauled as necessary, pump parts machined & glazed. Gauges. Pressure & Vacuum gauges repaired & calibrated also attached fittings etc overhauled. Boiler specially cleaned, mountings overhauled with parts renewed as required together with Popa heater drain elements & valves. Propeller blade fittings overhauled & brass reconditioned. Tailshaft stem gland packing renewed.

Ch.

Noted
Jmu
12.8.41

Handwritten text in cursive script, likely a letter or document, written on aged paper. The text is dense and covers most of the page.

1/6