

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 3 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*
 on the Machinery of the Wood, Iron or Steel *"SOCONY."* (No. of Visits *4*)
 Tonnage Gross *4404* Vessel built at *Vegesack.* By whom *Bremer T. McKean.* When *1936 3.*
 Net *2507* Engines made at *do.* By whom *do.* When *1936.*
 Nominal Horse Power *425* Boilers, when made (Main) *1936.* (Donkey)
 No. of Main Boilers *258* Owners' Address *as given.*
 No. of Donkey Boilers *220* Managers *Socony - Vacuum Triang. Corp.* Port *London.* Voyage
 Steam Pressure in Main Boilers *220.* If Surveyed Afloat or in Dry Dock
 in Donkey Boilers *Rotterdam, etc.*

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.*

" " 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 *Part April 8th 8th 1941*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes.*

To what pressure were they afterwards adjusted under steam? *Good.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *✓*

To what pressure were they afterwards adjusted under steam? *220 lb.*

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? *✓*

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 as far as is practicable*

Special Periodical Survey of Machinery (Completion)
All covers removed from Main Engines & the Popper Valve Steam Chambers throughout with valves, cages & spindles etc. Examined together with valve gear.
All Main Crosshead, Rods, Slippers & guides Examined. All Bottom end (crank pin) houses 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 including of Air, feed, bilge, circulating, ballast, General Service, fuel oil, fuel service, fresh water & sanitary pumps etc. opened & examined throughout with pumping arrangement, the valves & rods etc. The electric generator with belting etc.

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 any other alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.)

Machinery capable of the return or down
is recommended that the name of I.L.M.C. (including Bolus) 4/41
be made in Register Book

Survey Fee (per Section 29) *LMC* £ *120⁰⁰*
 Special Damage or Repair Fee (if any) *Boilers* £ *30⁰⁰*
 Travelling expenses (if chargeable) *LMC* £ *25⁰⁰*
 Fees applied for *22.5 1941*
 Received by me, *12.6 1941*

Committee's Minute

Assigned *LMC - 4, 41.*

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W122-006212

"Tacony"

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

Boilers:- Both main boilers opened cleaned Examined throughout with all mountings, steam pipes & fittings. All Accessories (Circulator No 748) 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, skin bulk & fittings Examined.

Now Done:- The H.P. Engine crank shaft disassembled from pins machined, brasses re-metalled, machined & refitted. H.P. & L.P. Engine poppet valves overhauled, four valve stems & bushings also spring stems with bushings renewed. Engine butterfly valve overhauled & shaft re-conditioned. L.P. bottom end brasses re-metalled & aft main engine bearings with thrust bearing adjusted. The cooling spaces to all main bearings specially cleaned & to water service piping re-conditioned. Bottom end oil pipes (8) renewed with clips & fittings. Auxiliaries overhauled as necessary, pump parts machined & glanded. 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 re-cemented. Tailshaft skin gland packing renewed.

Off.

