

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

(Received at London Office, 6 JAN 1942)

Report of Survey for Repairs, &c., of Engines and Boilers.
 Date of writing Report: 22nd Oct 1941 When handed in at Local Office: 22 Oct 1941 Port of Philadelphia
 Survey held at: Chester Pa Date, First Survey: 14 Oct Last Survey: 16 Oct 1941
 on the Machinery of the Wood, Iron or Steel: S S J. N. PEW. (No. of Visits: 2)

Gross Tonnage: 9033
 Net Tonnage: 6432
 Vessel built at: Chester Pa By whom: Iron Ship Bldg Co Year: 1921 Month: 7
 Engines made at: " By whom: " When: " "
 Main Boilers: 3 Owners: Iron Oil Co 1921-7 (Donkey) ✓
 Donkey Boilers: 2 Managers: " " " " " "
 Pressure in Boilers: 200 # Surveyed Afloat or in Dry Dock: Iron Ship Bldg Co Port: Philadelphia Voyage: " " " "
 Donkey Boilers: ✓

Report No. _____ Port _____
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. Date of last Survey and of Periodical Surveys.	Year assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
TLV A1. 3-41		TLVMS 6 38
SS Pl No 3-334		BS 2-40 8.41
SS Pl No 1-38		CL N 2-39
Sheeted deck with freeboard		
Carrying Petroleum in bulk.		
Intake for oil fuel 7.21 EP above 150°F.		

Particulars of Examination and Repairs (if any) Com. + LMCMS

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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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

Has a special damage report been made by anyone else? If so, by whom?

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

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

Were any parts of the Boilers could not be thus thoroughly examined?

Were any 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 examine the Safety Valves of the Main Boiler?

Has the Surveyor examine the Safety Valves of Donkey Boiler?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers?

Has the Surveyor examine all the mountings of the Main Boilers?

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has the screw shaft now been changed? If so, state reasons.

Has the screw 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? Yes

Has the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft been examined? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 3/16

Has the electric light and/or power fitted? Yes

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

Where the survey is not complete, state what arrangements have been made for its completion and what remains to be done. To be advanced at first opportunity.

Where the vessel placed on dry dock examined the propeller, fastenings of the bush of the sea connections found same satisfactory.

At commencement of +LMCMS. LP valve & valve chamber, HP cylinder & piston examined & found in good order.

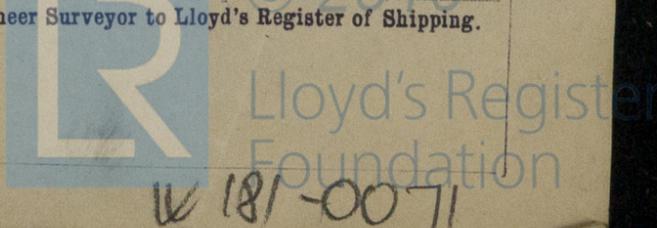
General Observations, Opinion, and Recommendation: The machinery of this vessel is eligible for classification as classed, and to have fresh head of +LMCMS with when survey has been completed.

(per Section 29) \$25.00
 Damage or Repair Fee (if any) \$2.00
 Expenses (if chargeable) \$2.00
 Fees applied for 25th Oct. 1941
 Received by me, [Signature] 1941

[Signature] 2019
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK NOV 5 1941

As now lastly held.



W 181-0071

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

Is a Certificate required? If so, to be sent to []

Note for 88 to. 2 due 3.42.

L. U.
22/1/42.

