

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

(Received at London Office)

MON FEB 5 1923

Date of writing Report 11th Jan 1923 When handed in at Local Office 11th Jan 1923 Port of Philadelphia
 No. in Reg. Book. 63258 Survey held at Chester Pa Date, First Survey 11th Nov. 1922 Last Survey 4th Jan 1923
on the Machinery of the Wood, Iron or Steel S.S. "J.N. PEW" Master
 Tonnage { Gross 9074 Vessel built at Chester Pa By whom Sun S B Co When 1921 Year. MONTH.
 Net 6473 Engines made at Chester Pa By whom Sun S B Co When 1921
 Registered Horse Power 620 Boilers, when made (Main) 1921 (Donkey)
 No. of Main Boilers 3 Owners Sun Company Inc Port Philadelphia Voyage San Pedro
 No. of Donkey Boilers 200 If Surveyed Afloat or in Dry Dock Both
 Steam Pressure in Main Boilers 200 (State name of Dock.) Sun S B Co
 in Donkey Boilers 200

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and verbatim 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? Report made Was a damage report made by anyone else? If so, by whom? Salvage Assn.

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

Do. " 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?

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 Boiler?

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

, and of the Donkey Boiler?

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

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined?

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Has shaft now been changed?

If so, state reasons

Is the shaft now fitted new?

Has it a continuous liner?

or two liners?

or is it without liners?

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

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

Complete
Damage stated to have been caused by an explosion of gas in No 4
summers tank, port side, while the vessel was on the pontoon of the
Sun S B Co. Chester Pa. on the 11th Nov. 1922. for painting & minor repairs
Now done Propeller after end of stern bush & tube examined & found in order
 all sea valves, discharge valves & cocks opened up, found in & closed
 up in order. Coupling bolts in tail & line shafts & thrust & crank
 shafts removed shafts tested for alignment & proved true.
 Bedplate, columns and all engine castings carefully examined
 same found in order. Engine & Boiler foundations riveting examined
 same found in order. All holding down & cotter bolts tested out-
 tightened up. All main steam pipes, Throttle and stop valves taken
 off & tested by hydraulic pressure of 700 lbs. all non-rod

General Observations, Opinion, and Recommendation:—The Machinery of this Vessel

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

is now in good & efficient condition eligible in my opinion
 to remain as classed without fresh record of Survey

Survey Fee (per Section 28) £

Fees applied for

Special Damage or Repair Fee (if any) \$100.00

Jan 11 1923

Travelling Expenses (if chargeable) \$10.00

Received by me,

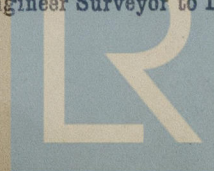
Committee's Minute

New York JAN 23 1923

Assigned

As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Damage through explosion of gas in
No. 4 tank. Shifting water for
alignment steam pipes tested
tall main engine cooling and
electric light cables put renewed

It is submitted that
this vessel is eligible to
remain as CLASSED.

10/2/23

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

All pressure and vacuum gauges tested and re-calibrated.
All main boiler safety valves set under steam pressure to
working pressure.

Steel wire new cables under flying bridge

335 ft.	14 cc.	1005 ft.	23,000 c.m.
335 ft.	8 cc.	187 ft.	6 cc.
335 ft.	9000 c.m.	187 ft.	8 cc.
300 ft.	11,000 c.m.	50 ft.	4000 c.m.

Cables laid through metal beam strapped every 14"
Renewed wire and range lights on mainmast, installed
new wireless aerial and condenser jar, installed water
box on mainmast, all circuits cleared of grounds, all water
tight fixtures used. After repairs installation tried out.
under full load approved satisfactory

J. Adamson



© 2019

Lloyd's Register
Foundation