

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

No. 8284

2 DEC 1942

(Received at London Office)

Date of writing Report 2 Oct 1942 When handed in at Local Office 2 Oct 1942 Port of Philadelphia  
 No. in Reg. Book 32847 Survey held at Philadelphia Date, First Survey 21 Sept Last Survey 22 Sept 1942  
 on the Machinery of the Wood, Iron or Steel SS. SUSANA (No. of Visits 2)  
 Tonnage { Gross 1979 Vessel built at Monfalcone By whom Cant. Nav. Trieste Year. Month. 1914 4  
 Net 3742 Engines made at Greenock By whom J. G. P. Macaire & Co When " "  
 Nominal Horse Power 120 Boilers, when made Main 1914 4 (Donkey)  
 No. of Main Boilers 3 Owners Madrigal & Co Owners' Address \_\_\_\_\_  
 No. of Donkey Boilers \_\_\_\_\_ (if not already reported in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 180 Managers \_\_\_\_\_ Port Manila Voyage P.I.  
 in Donkey Boilers \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock Greenland Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Condense

(Periodical Surveys, when held, must be reported in detail and serially 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.)

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100A1-9.41</u>		<u>+LMC 2.38</u>
<u>SS Yka 2 No 3-2.38</u>		<u>BS 9-46.42</u>
<u>Shells deck with freeboard</u>		<u>TS 8 41</u>
<u>Wanted for oil fuel 7.40°F above 100°F</u>		

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? \_\_\_\_\_

" " 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 \_\_\_\_\_ Present condition of funnel(s) \_\_\_\_\_

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 screw shaft now been drawn and examined? \_\_\_\_\_ 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 \_\_\_\_\_

Engine parts, when referred to by numbers, should be counted from forward. \_\_\_\_\_ Is electric light and/or power fitted? Yes

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. Now done Complete

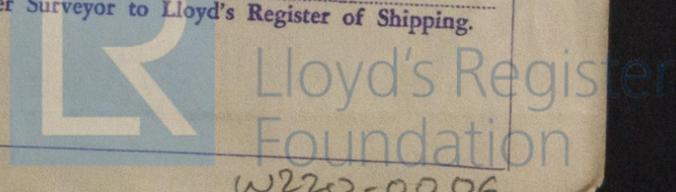
Condense retubed, water box removed & 2 through stays renewed. Condense tested & found satisfactory.

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good & safe working order, eligible in my opinion to remain as classed that fresh record of survey.  
 (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.G.M.S. 9,11, \*L.M.C. 9,11, or \*LMC 140 lb., F.D., &c.)

Survey Fee (per Section 29) \_\_\_\_\_  
 Special Damage or Repair Fee (if any) \$25.00  
 Late Fee \$10.00  
 Travelling expenses (if chargeable) \$4.00  
 Fees applied for 5th Oct. 1942  
 Received by me, \_\_\_\_\_ 19 \_\_\_\_\_

W. W. Lumbham 2019  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute NEW YORK OCT 14 1942  
 Signed as above



W220-0006

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

Is a Certificate required? If so, to be sent to \_\_\_\_\_

Noted

now a casualty.

ISA  
14/1/41



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