

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

No. 32604

(Received at London Office)

MAR 1931

Date of writing Report 19th Feb^y 1931 When handed in at Local Office 19th Feb^y 1931 Port of New York
 No. in Reg. Book 85397 Survey held at Port Newark, N.J. Date, First Survey and Last Survey 13th Feb^y 1931
 on the Machinery of the Wood, Iron or Steel S.S. "Sudurco" (No. of Visits 1)
 Tonnage { Gross 3545 Vessel built at Newark N.J. By whom Submarine Boat Corp. When 1920 - 8
 Net 2174 Engines made at Essington Pa. By whom Westinghouse Elect. & Mfg. Co. When 1920,
 Nominal Horse Power 386 Boilers, when made (Main) 1920. (Donkey) ✓
 No. of Main Boilers 2 Owners Submarine Boat Corporation Owners' Address
 No. of Donkey Boilers ✓ Managers (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 200 Port New York Voyage Laid up.
 in Donkey Boilers ✓ Submarine Boat Corp. Particulars of Classification (which must be inserted
 in Donkey Boilers ✓ Port Newark precisely as in Register Book & Supplements).

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? ✓

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 Boilers? ✓

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? Yes

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 the distance between lignum vitae or bearing metal 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 General Examination complete.

Now done. The main engines were not opened out. Externally they are clean and well kept. The auxiliaries, pumps, etc. were open, steam & water ends greased internally; they appear to be in good condition. The tunnel shafting is good. The boilers were not opened out.

The Owners' Representative states these engines are visited regularly by the shore staff and turned over by hand once a week.

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, B.&M.S. 9, 11, or L.M.C. 9, 11, 120 lb., F.D., &c.)
is eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 23) £ 1

Special Damage or Repair Fee (if any) £ 1
 (per Section 24.)

Travelling expenses (if chargeable) £ 1

Fees applied for

19

Received by me,

19

Committee's Minute

NEW YORK FEB 25 1931

FRI 8 MAR 1931

Assigned

Deferred

James D. Peat 2020

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register
Foundation

W656-0064

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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