

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

(Received at London Office 28 FEB 1931)

Report 16<sup>th</sup> Feb 1931 When handed in at Local Office 16<sup>th</sup> Feb 1931 Port of New York  
Survey held at Port Newark N.J. Date, First Survey and Last Survey 13<sup>th</sup> Feb. 1931  
(No. of Visits 1)

on the Machinery of the Wood, Iron or Steel S.S. "Subatco"  
Gross 3285 Vessel built at Newark N.J. By whom Submarine Boat Corp. When 1920-6  
1997 Engines made at Essington, Pa. By whom Westinghouse Elect. & Mfg. Co. When 1920.  
386 Boilers, when made (Main) 1920 (Donkey) ✓  
Boilers 2 Owners, Submarine Boat Corp. Owners' Address  
Boilers ✓ Managers Port Newark N.J. Voyage Laid up.  
Boilers 200 Surveyed Afloat or in Dry Dock Submarine Boat Corp. Particulars of Classification (which must be inserted  
Boilers ✓ (State name of Dock.) Port Newark precisely as in Register Book & Supplements).

Port No. Port  
Particulars of Examination and Repairs (if any) General Examination  
+100 A.I. 3-27 +LMC 9-26  
S.S. N.Y. N°1-26 C.L. 11-26  
Fitted for Oil Fuel  
620°F. above  
150° F.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and if detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.  
Cases where the Surveyor has not made a special damage report he is required to state whether he has done his services for this purpose, and why they were declined?  
Special damage report made by anyone else? If so, by whom?  
Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓  
" Donkey " " " " ✓  
Not done, state for what reasons? ✓  
Parts of the Boilers could not be thus thoroughly examined? ✓  
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? }  
Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓  
Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓  
Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boilers? ✓  
Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓  
Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓  
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? ✓  
Shaft now been changed? ✓ If so, state reasons ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓  
Shaft now fitted been previously used? ✓ Has it a continuous liner? ✓  
Distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft ✓  
If key is not complete, state what arrangements have been made for its completion and what remains to be done. General examination complete.

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. Boilers were not opened out.

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

General Observations, Opinion, and Recommendation: -- The Machinery of this vessel is in good order and in accordance with 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. 911, B.&M.S. 911, or L.M.C. 911, 140 lb., F.D., &c.)  
It is in my opinion to remain as classed without fresh record of repairs.

Fees applied for  
19  
Received by me,  
19  
James D. Peat.  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Deferred  
NEW YORK FEB 18 1931  
FRI. 8 MAR 1935  
Lloyd's Register Foundation

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

As a Certificate requirement, if so, to be sent to

W656-0195