

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

(Received at London Office)

MON FEB 4 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 (No. of Visits 8)

on the Machinery of the Wood, Iron or Steel S.S. "J.N. PEW" Master

Tonnage { Gross 9074 Net 6473 Vessel built at Chester Pa By whom Sun S B Co When 1921 Year. MONTH. 7

Registered Horse Power 620 Engines made at Chester Pa By whom Sun S B Co When 1921 Year. MONTH. 7

No. of Main Boilers 3 Boilers, when made (Main) 1921 (Donkey)

No. of Donkey Boilers 3 Owners Sun Company Inc Port Philadelphia Voyage Sau Pedro

Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Sun S B Co

in Donkey Boilers 3

East Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

(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.)

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Years since last survey expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.I. Shell in tank with fuelboard 4-22		+LMC 7-21 C.L.
Carrying petroleum in tank		
Fitted for oil fuel 7-21 FP above 150° F		

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? Yes

Do. " Donkey " " " " " Yes

If this was not done, state for what reasons? Yes

And what parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Has shaft now been changed? Yes If so, state reasons Yes

Is the shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16"

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 summer 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, ground in & closed up in order. Coupling bolts in tail & line shafts & thrust & crank shafts removed shafts tested for alignment - approved 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-wood

General Observations, Opinion, and Recommendation: - The Machinery of this vessel is now in good & efficient condition eligible in my opinion to remain as classed without 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, E.S. 9,11, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

Survey Fee (per Section 28) \$

Special Damage or Repair Fee (if any) (per Section 28.) \$100.00

Travelling Expenses (if chargeable) \$10.00

Fees applied for Jan. 11th 1923 Job.

Received by me, 29.1.1923 ASB

New York JAN 23 1923

Assigned As now

J. Adamson 2019
 Engineer Surveyor to Lloyd's Register of Shipping.



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

Is a Certificate required? If so, to be sent to.

100-181A
WIP-0076

Damage through explosion of gas in
 No. 4 tank. Shifting water for
 alignment steam pipes killed
 tall main engine cooling and
 electric light cables post-removed

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

[Signature]
 10/2/23

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped 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.

Steels wiring 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 pan strapped every 14"
 Renewed wire and range lights on mainmast, installed
 new-wireless aerial and condenser jars, installed water
 tank on mainmast, all circuits cleared of grounds, all water
 tight fixtures used. After repairs installation tried out.
 under full load approved satisfactory

[Signature]