

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

17 AUG 1948

Date of writing Report... 23rd JULY 1948 When handed in at Local Office... 5-8-1948 Port of ANTWERP.No. in Survey held at ANTWERP. Date. First Survey 3rd MARCH. Last Survey 12th JULY 1948
Reg. Book. (No. of Visits 35)

25212 on the Machinery of the Wood, Iron or Steel S/S JACQUES MARIE (EX HARAND)

Tonnage { Gross 1064 Vessel built at HAMBURG By whom SCHIFFSW (V.J. + SCH) A.G. When 1921 -
 Net 612 Engines made at HANNOVER By whom HANNOVERISCHE MASCH A.G. When 1921 -
 Nominal Horse Power 141 Boilers, when made (Main) 1921 (Donkey) -
 No. of Main Boilers 2 S/S Owners SOC. COMMERCIALE ANTOINE VIDEBERGHE Owners' Address -
 No. of Donkey Boilers - Managers (If not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 182.13/6 Port ANTWERP Voyage -
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock MERCANT (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) CLASSIFICATION.

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.

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 NOT REQUIRED.

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? YES.

" " Donkey " " "

If not, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

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 P.S. 11 MAY 1948

Present condition of funnel(s) GOOD

Did the Surveyor examine the Safety Valves of the Main Boilers? YES. To what pressure were they afterwards adjusted under steam? 182.13/6

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? YES. 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? YES. and of the Donkey Boilers? -

Has the screw shaft now been drawn and examined? YES. Has it a continuous liner? YES. Is an approved oil retaining appliance fitted at the after end? -

Has shaft now been changed? NO. If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 7 APRIL 48 State the wear down in the stern bush 4 wood.

Is electric light and/or power fitted? YES. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? YES.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? YES.

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

Now done: Vessel placed in drydock, propeller, after end of stern tube, the sea connections with their inside and outside fastenings examined, wear down taken as above, screwshaft drawn inboard and examined, all sea valves & cocks opened up, examined, ground & repacked.

Main Engines: Cylinders, cross, pistons, valves, valve gear, rods, connecting rods, link gear, connecting rods with top and bottom end trusses, crossheads, guides, eccentrics, main bearings and crankshaft, crankshaft.

attached pumps opened up & examined in their entirety.
 the thrust and intermediate shafting opened up & examined throughout
 all independent driven pumps opened up & examined throughout
 the condenser opened up, examined, cleaned and tested.
 main and auxiliary steam pipes examined & tested

General Observations, Opinion, and Recommendation: The Machinery of this vessel as now seen

(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, BS 9.11, B&M 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

is in a good and efficient condition and eligible in my opinion to last the class of A.M.C. 7/48 and the notation of T.S.C.L. 4/48

Survey Fee (per Section 29) Classification Frs. 11310.- Fees applied for
 Electric unit Frs. 1410.- 5-8-1948
 Special Damage or Repair Fee (if any) Frs. 20,000.-
 (per Section 29.)
 Travelling expenses (if chargeable) Frs. 2520.- Received by me, 19

FRI. 24 SEP 1948

Committee's Minute

Assigned See minute on F.E. Rpt

Engineer Surveyor to Lloyd's Register of Shipping.



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Continued

The two main boilers opened up and examined throughout along with all mountings, manholes, doors etc. Boilers examined under hydraulic pressure test. Superheaters examined & tested. Boilers after Jan 17 examined under steam and safety valves adjusted to pressure as above.

Electrical equipment the switchboards, motors, wiring, fuses, switches etc. of the main & sub distribution circuits examined & mugs tested. see approved plans dated

Pumping arrangements valves, pipes, strainers etc. opened up examined & tested.

The Main & Auxiliary machinery including electrical equipment, pumping arrangements tried under working conditions and found satisfactory.

Spare gear examined & found in accordance with rule requirements.

The Storing engine & windlass opened up and examined throughout at this time.

REPAIRS. EFFECTED.

Cranksaft journals & pins found slack, now renewed. Forge marks. 1 JOURNAL. 440yds. 720 W.H. 28, propeller boss
" " " 347 W.H. 5- if the liner does

all main bearings and bottom end trusses reinstalled.

3 PINS & 2 JOURNALS. " 6374 W.H. 28- if two liners are
2 JOURNALS. " 69 F.H. at

A pump link trusses renewed

attached feed & tilge pump same machined, gland & nut bushes renewed.

donkey feed pump water and completely renewed steam cylinders bored & pistons renewed.

Ballast pump rods machined gland & nut bushes renewed.

On all boilers double shut off cocks fitted in place of valves.

Storing engine rods machined gland & nut bushes renewed.

MAJ.



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