

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

(Received at London Office 3 NOV 1949) HULL L.

4 - NOV 1949

Date of writing Report... When handed in at Local Office... Port of Hull

No. in Survey held at Hull Date. First Survey 9.9.49 Last Survey 14.10.49 (No. of Visits 6)

14087 on the Machinery of the Wood, Iron or Steel M.V. "J I M M" Year. Month.

Tonnage { Gross 410 Net 190 Nominal Horse Power 300BHP Vessel built at Goole By whom Goole S.R. & Rep. Co. Ltd. When 1944 9 Engines made at Glasgow By whom British Auxiliaries Ltd. When - 10 - Boilers, when made (Main) (Donkey) Owners Metcalf Motor Coasters Ltd. Owners' Address (if not already recorded in Appendix to Register Book.) Port London Voyage Managers T.J. Metcalf If Surveyed Afloat or in Dry Dock Both - Union Dry Dock & Victoria Dock. (State name of Dock.)

Last Report No. Port Particulars of Examination and Repairs (if any) T.S. & S.S. (Machinery)

(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

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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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 Present condition of funnel(s)

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

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? 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 the screw shaft now been drawn and examined? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? Yes If so, state reasons see report Has the shaft now fitted been previously used? No Has it a continuous liner? No

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 1.10.49 State the wear down in stern bush close fit 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 Engine parts, when referred to by numbers, should be counted from forward.

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 dry dock, propeller, outside fastenings and sea connections examined and found satisfactory. Screwshaft drawn and examined. Found fractured at forward end of key way. A new screwshaft stamped B.C. 3351, C.P.21.9.49 now fitted. Marks verified with attached Certificate No. F.13529. Fit of propeller examined and found satisfactory. Main Engine: Cylinder liners, covers, valves and valve gear, pistons, connecting rods, gudgeon pins and bushes, crank, thrust and intermediate shafts and their bearings, scavenge air pump and starting air compressor, and attached circulating water and bilge pumps. All examined and found or placed in satisfactory condition. Start air vessels examined internally and found satisfactory. Aux. machinery clutch driven start air compressor, bilge and general service pumps

General Observations, Opinion, and Recommendation:- 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&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.) CS 3,34. The machinery of this vessel as now seen is eligible in my opinion to remain as classed in the Register Book with fresh record of TS.OG. 10,49 (new) and MBS 10,49.

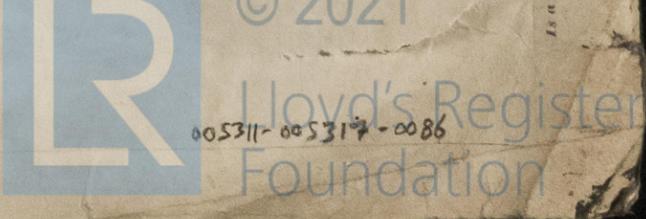
Survey Fee (per Section 29) TS.OG £1 : 0 : 0 MBS 12 : 0 : 0 Special Damage or Repair Fee (if any) £ 5 : 5 : 0 Travelling expenses (if chargeable) £ 3 : 3 : 0 Electrical Repairs. 3 : 3 : 0

Committee's Minute Assigned MBS + 10.49 J.N. 10.49

Table with columns: CHARACTER, Date of last Survey and of Periodical Surveys, Years assigned now or expired, Machinery and Boiler Surveys (including date of N.B., if any). Rows include BS * Coasting, service 4,48, Annual Survey 11,48, MBS +9,44, MS 11,46, TSOG 11,45, oil engine.

OIL ENGINES CONTINUOUS SURVEY

Received by me, A.G. Kirby, 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

examined, all found or placed in satisfactory condition.
Pumping arrangements now modified and fitted as per approved plan (Glasgow 14.9.49).
Tried under working conditions and found satisfactory.

To Owners Account:

P.&S. aux. diesel engines, 10 SHP. Ruston 2 cyl. 4 stroke both replaced. by:-
Port engine 2 cyl. 4 stroke S.A. Lister. Stroke $4\frac{1}{8}$ " bore $4\frac{1}{2}$ " SHP.14.
Engine No. 390157 Spec.24-26 M.9901. This engine partly opened, examined and
found in new condition.
Starboard engine 2 cyl. 4 stroke S.A. Lister Stroke $4\frac{1}{8}$ " bore $4\frac{1}{2}$ " SHP.14. Engine
No. 385229 Spec. C.L. 24-19.
Owners Superintendent stated this engine had previously been fitted in their
vessel "DAVID M" until removed for complete overhaul when the liners and pistons
were renewed and the engine placed in store, engine partly opened generally examined
and found satisfactory.

eat & Tear Repairs:-

Main engine cylinder liners four (worn) now renewed. Stamped as follows:-
LLOYD'S TEST 100lb. (1) J.M.L. 9.5.49. (2) J.M.L. 28.2.49. (3) & (4) 6.5.49 J.M.L.
1 piston (cracked skirt), 4 gudgeon pins and bushes (worn) and all piston rings renewed.
2 bottom end bearings remetalled and all bottom end bolts renewed.
Crankshaft lifted, rebedded and deflections checked.
Attached bilge and circulating water pump rams renewed.
Suction and delivery valve seat plates machined, lids and springs and locating
pins renewed.
Scavenge pump and starting air compressor piston rings and scavenge valve plates renewed.
Independent bilge and general service pumps, generally overhauled. Minor repairs
only.
Windlass: main bearings adjusted.

Electrical:

P.&S. 6 K.W. generators cleaned, tested by megger and found satisfactory.
Domestic lighting circuits partly rewired, examined and tested.
All machinery tried under working conditions on completion of repairs and found
satisfactory.

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