

-9 FEB 1959

Rpt. 9

Date of writing report 6/2/59. Received London Hull. No. 64692. Survey held at Hull. No. of visits 10. First date 16/12/58 Last date 3/2/59.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.E. 65934 Name M.V. "JIM M" Gross tons 410 Date of build 1944 Owners Metcalf Motor Coasters, Ltd. Managers T. J. Metcalf. Port of Registry London. Engines made Gls. By British Auxiliaries, Ltd. Type Oil Engine.

Records of Survey & Special Notations as per Register Book. Table with columns for Hull and Machinery. Hull: BS\* Coasting service U.K., MBS\* CS 10,57. Machinery: Eire Channel Islands & TSOG 9,57. Continent between R. Elbe & Brest 5,58. s.s. Hul. 10,57.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs".

DOCKING Propellers/ Good. Wear Down of Stern Bushes Close fit. Oil Glands Good. Sea Connections. Fastenings Good. Has Screwshaft Top been drawn? Yes. Date of Examination 30/1/59. Has Shaft been changed? No.

MAIN ENGINES (Recip. Steam (I.C.)) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods. 2 Valves & Gears. 3 Connecting Rods, Top Ends & Guides. 4 Crankpins & Bearings. 5 Journals & Bearings.

MAIN ENGINE DRIVEN AIR COMPRESSORS. 6 Cyls., Covers, Pistons & Rods. 7 Connecting Rods & Top Ends. 8 Crankpins & Bearings. 9 Journals & Bearings. 10 Coolers & Safety Devices.

MAIN ENGINE DRIVEN SCAVENGE PUMPS. 11 Cyls., Covers, Pistons & Rods. 12 Connecting Rods & Top Ends. 13 Crankpins & Bearings. 14 Journals & Bearings. 15 Levers.

SCAVENGE BLOWERS. 16. SUPERCHARGERS. 17.

MAIN TURBINES. 18 Casings, Rotors, Blading, Bearings & Thrusts.

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES). 19. STEAM COMPRESSORS. 20.

CLUTCHES & HYDRAULIC COUPLINGS. 21. REDUCTION GEARING box. Good.

THRUST BLOCKS, SHAFTS & BEARINGS. 22. INTERMEDIATE SHAFTS & BEARINGS. Good.

HOLDING DOWN BOLTS & CHOCKS. 23. CONDENSERS (MAIN & AUX.). Good.

STEAM RE-HEATERS. 24. DE-SUPERHEATERS. 25.

STOP & MANOEUVRING VALVES. 26. MAIN ENGINE DRIVEN PUMPS. All, good.

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES. Good. Have Main Engines been tested working and manoeuvring? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS. The Machinery of this vessel, so far as now seen, is eligible in my opinion to remain as classed and have fresh record of NE 2,59 now and CS (with date) when the Survey has been completed, and TSOG 1,59 subject to the tailshaft at for'd. end of keyway being re-examined by 6,60 (18 mos. limit).

Date of Committee THURSDAY 21 MAY 1959. Decision Defered for approval of terminal vibration characteristics.

50m, 6,56. T. (MADE AND PRINTED IN ENGLAND.) As now, subject. + NE 2,59. (TS used withheld).



If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

Port of H U L L.

Continuation of Ship Mch. Report No. 64692, dated

3/2/59.

32 Essential Independent Pumps (Identify by position) Starbd. bilge, good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators			1 Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to Sat. Spt.

Boiler Securing Arrangements

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

CONDITION OF CLASS:-  
Cone of T.S. to be examined in way of keyway by 4,59 (12 mos. limit).  
Tailshaft drawn and examined. No further extension of lamination evident at this time and taking into consideration that this shaft was last seen in 5,58 (Hul. Rpt. No. 63961) it is recommended that it be further examined by 6,60 (18 mos. limit) and in the meantime it is considered efficient.  
Limit letter issued, copy attached.

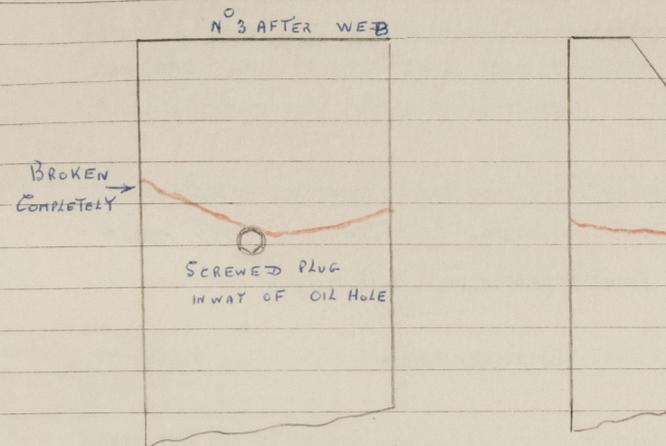
WEAR & TEAR REPAIRS:- At Owners request cast iron sternbush now renewed.  
Oil gland renewed completely.

ALTERATIONS & INSTALLATION OF NEW MAIN ENGINE:- Existing 4 cylinder British Auxiliary, Ltd. Engine now removed from vessel on account of broken main engine crankshaft in way of after crankweb of No. 3 unit as skown on ske

Survey fees Instn. New Eng. £25.  
T.S. £3.  
W. & T. Rprs. £6. 6s.  
Late attendance..... £5. 5s.  
Damage fee ..... £1.  
Expenses.....

Date when A/c rendered 9 FEB 1959

on the S.S./M.S. "JIM M"  
WEAR & TEAR REPAIRS (Contd).



Engine seatings altered, examined and found in order, as per approved plans.

Intermediate shaft forward coupling cut off and a new loose coupling Lloyd's F.2882 Shf.11/12/58 to suit new gear box coupling fitted to cone end with key and secured by nut (as per attached sketch).

New Lister Blackstone Engine type E.R.S.M.G.R.4 No.M.85164. (See attached London Rpt.No.139361) with oil operated reverse reduction gear No. M.W.D. 12007 (Rpt.M.W.D.1890 attached) now fitted.

The alignment of the crankshaft, gear box and original straight shafting was checked and found in order.

New holding down bolts and chocks examined and found satisfactory.

On completion of installation, the Main engine was tried under full power working conditions and found satisfactory with complete absence of gear hammer.

Application has been made for the torsional vibration characteristics but these have not been supplied so far.

The Owners have at this time fitted a new independent starboard bilge pump which was not built under survey.

This pump which was manufactured by Ransome & Rapier, Ltd., Ipswich, type 2.P.10 No.90140 centrifugal self priming with a capacity of 43 tons/hr. (Works test sheet sighted), has been opened out and examined, tested under working conditions and found satisfactory.

(Please see Cont. sheet No. 4).

on the S.S./M.S. "JIM M"

WEAR & TEAR REPAIRS (Contd).

It is recommended that this pump be accepted for service in a Classed vessel.

A new 4 bladed R.H. bronze propeller diameter 61.5" Pitch 30.38" has been fitted at this time. This propeller was not seen by the Society's Surveyors during manufacture.

The following information has been supplied by the manufacturers Messrs. Steven & Struther of Glasgow, material to B.S.S. 1400 H.T.B.I. and test bar results 31.8 tons ultimate tensile with 22% elongation on 2".

Propeller examined and found apparently free from defects.

Examined fit of propeller to tailshaft without and with key and found satisfactory.



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