

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

No. 41886

(Received at London Office)

SAT. FEB. 28, 1920

Writing Report 24th Feb 1920 When handed in at Local Office 24th Feb. 1920 Port of CARDIFF

Survey held at Cardiff Date, First Survey 30th July Last Survey 17th Feb. 1920
on the Machinery of the Wood, Iron or Steel S.S. "Janine" ex "Toucan" Master (No. of Visits) 63

Gross 2034 Net 1213 Vessel built at Toledo, Ohio By whom Toledo S.B. Co. When 1917
Engines made at Do By whom Do When 1917
Boilers 2 Boilers, when made (Main) 1917 (Donkey) ✓
Owners Societe Auxiliaire d'Importation Port Rouen Voyage Rouen
If Surveyed Afloat or in Dry Dock Mill's Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. _____ Port _____
Particulars of Examination and Repairs (if any) Damage L.M.C.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of the examinations and subsequent repairs. Repairs on the body of the vessel should be separated from repairs due to other causes; and the initials of any letters respecting this case.

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 not. Yes. Not reqd. Was a damage report made by anyone else? If so, by whom? No one

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

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

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? ✓

Did you examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 180 lb.

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

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

Did you examine the drain plugs of the Main Boilers? Yes. , and of the Donkey Boiler? ✓

Did you examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler? ✓

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

Has the shaft now been changed? ✓ If so, state reasons ✓

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

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 116" Re. wooded.

Does the shaft now complete state what arrangements have been made for its completion and what remains to be done? ✓

Damage Sustained through vessel having been wrecked at Pwlldu nr Swansea on 2nd Dec 1918.

Vessel placed in dry dock, outside fastenings and propeller examined. Stem tube drawn, exam'd, found uninjured & refitted. New stern frame had been fitted. Stern bush re-wooded. Shaft drawn in, placed in lathes, liner dressed up, exam'd, and in good condition & refitted. Examination made of all cylinders, pistons, slide valves, pumps, the condenser, valve gear, crank, thrust and tunnel shafting, sea cocks and valves, and other sections, dynamos, distribution valves, and working parts of engines. Auxiliaries examined. Main and Steering engine examined and overhauled.

Observations, Opinion, and Recommendation:—The machinery of this vessel is in a good and safe working condition; eligible, in my opinion, to be re-classed, with fresh records of Survey L.M.C. 2.20

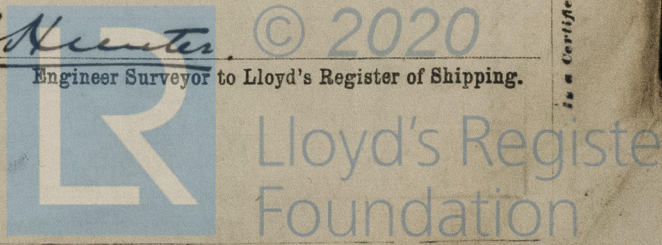
T.S. 2.20 entered in the Register Book.

Section 25) £ : : Fees applied for 28th Jan. 1920
Repair Fee (if any) 26 5 0
Section 25) Received by me, 28th Jan. 1920
Expenses (if chargeable) £ : :

Surveyor's Minute TUE. 9-MAR. 1920
L.M.C. 2.20

MACHINERY CERT.
WRITTEN.

006423-006434-0027 1/3



S.S. "Jarvis" ex "Tours."

II

pairs etc now done. M.P. piston valve skinned up in laths, rings overhauled and re-fitted.

after; crank shaft lifted and re-bedded, brasses overhauled. Thrust and tunnel shafting (5 lengths) placed in laths, collars and bearings dressed up, also coupling faces; shafts refitted on board, and the whole of the shafting lined up. Two cast iron brackets to thrust repaired by oxy. acetylene process, and re-fitted.

umps. The Feed and Bilge pump valve boxes taken to shop, valves and seats dressed up, & boxes re-fitted. Centrifugal pump overhauled, new rings fitted to piston, new piston valve rings. Ballast & Feed donkeys overhauled, new steam and exhaust pipes fitted to same. Several of the feed and blow down pipes re-moved for repairs to hull, afterwards refitted. Main injection valve chest taken off & refitted with bolts, previously riveted. Condenser tested.

same overhauled, new piston rings fitted; wiring overhauled, part new; armature ashore & re-wound, and re-fitted.

res to tanks, holds etc. 9 cast iron pipes to F.P. renewed, 3 lead pipes to No. 1 renewed, 18 c.i. & 10 lead pipes renewed to No. 2 hold & tank. 33 lead & 42 cast iron pipes renewed in E, B spaces. Several pipes repaired.

The intermediate stop valve was found to be (at the fore end) broken right round the body of the casting, near the flange; this was efficiently re-paired by oxy. acetylene welding process, tested to 400 lb per sq. in. and found satisfactory; re-fitted, and tested under steam, when the engines were tried. An Interim Certificate was issued recommending that this valve be examined within six months (Copy attached); since then the workmen have come back to work, and a new stop valve has been made, machined, tested to 400 lb per sq. in. & fitted. Sundry minor repairs effected.

air boilers exam'd over all parts & found in good condition. Safety valves & mountings exam'd & overhauled. Main steam pipes (etc) exam'd and tested to 540 lb per sq. in. and found satisfactory. Safety valves adjusted under steam.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

Damage due to stranding.
Machinery & boilers opened
out examined & repairs
effected.

It is submitted that
this vessel is eligible for
THE RECORD + LMC 2.20.

S.E. 20.

J.W.D.

4/3/20

S.S. "Janine" ex "Tours."

III

The following Spare Gear is on board.

Two Top end, and two bottom end bolts & nuts.

Two main bearing bolts.

One set of coupling bolts.

One set of Feed and bilge pump valves

Three valve spindles. One piston rod.

Two eccentric straps. One Tail end shaft.

One Propeller. A quantity of assorted bolts & nuts

Iron of various sizes. Blocks and full complement

of engine and Boiler room tools. A quantity

of small gear for auxiliaries and winches.

Boilers re-lagged.

J. S. Hunter.