

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

(Received at London Office)

Date of writing Report 22nd Sept. 1945 When handed in at Local Office 25th Sept 1945 Port of Mobile, Alabama

Survey held at Mobile, Alabama Date, First Survey 18th July Last Survey 11 Sept. 1945

 on the Machinery of the ~~Wood Iron~~ Steel m.v. "ST. JAMES" (No. of Visits 28)

Gross 7502 Vessel built at Mobile, Alabama By whom Alabama D.D. &amp; S.B. Co. Year. Month. 1941 7

Net 5826 Engines made at Mr. Vernon, Ohio By whom Cooper-Bessemer Co. When 1942

373 Boilers, when made (Main) (Donkey) 1943

Owners United States W.S.A. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port San Francisco, Ca Voyage

If Surveyed Afloat or in Dry Dock both Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

(State name of Dock.) Ala. D.D. &amp; S.B. Co. Mobile, Ala.

Port of Examination and Repairs (if any)

When held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on (the cause of which must be stated) should be separated from Repairs due to other causes; and in the body of the report, should be briefly summarised at the end of the report. State also the any letters respecting this case.

If the Surveyor has not made a special damage report he is required to state whether he has made any repairs for this purpose, and why they were declined.

If made by anyone else? If so, by whom?

If he goes inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " " no

State for what reasons? Not due for survey

Owners could not be thus thoroughly examined?

In the absence of internal examination, were adopted by the?

If the thorough efficiency of those parts of each Boiler?

Examination of each boiler Present condition of funnel(s) good

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

Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

The manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

The drain plugs of the Main Boilers? and of the Donkey Boilers?

All the mountings of the Main Boilers? and of the Donkey Boilers?

Drawn and examined? part. yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Changed? no If so, state reasons

Has it been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. close

When referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes

Examine the generators, motors, switchgear, cables and fuses? yes

Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

complete, state what arrangements have been made for its completion and what remains to be done. COMPLETE

With vessel on dry dock, examined both propellers with their fastenings, port tail and

port stern and strut bushes, starboard muff coupling connecting tube and tail shafts,

connections with their fastenings, found or placed in order.

TION.

Starboard Main Motors:

Examined all cylinder covers with valves and valve gear and connections, cylinder liners,

connecting rods, gudgeon pins and bottom ends, crankshafts and main bearings. Thrust

thrust shafts. Attached pumps. All holding down belts.

Machinery: (p.t.o.)

Observations, Opinion, and Recommendation:—

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

variation required to be made in the records of the vessel's machinery, boilers, working pressures, &amp;c.; thus, for example, B.S. 9,11, B.E.M.S. 9,11, L.M.C. 9,11, or

140 lb. F.D., &amp;c.)

The machinery of this vessel, as far as now seen, is in good and efficient con-

eligible, in my opinion to remain as classed with fresh record of LMC 9,45 and notation

11 &amp; Tube Shafts seen 8,45 in the Register Book.

Section 29) £\$135.00 Fees applied for

Damage or Repair Fee (100) £ 440.00 25 Sept, 45

(per Section 29) 75.00 Received by me,

all expenses (if charges) £ 28.00 19

Late fee 20.00

Committee's Minute

sign

1/10/45

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Delete "LMSO 1,49" &amp; insert "Surveys overdue 1,49"

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

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



The three diesel generator engines opened up and examined over all parts together with their connections.

All pumps opened up, examined together with their connections.

The three air receivers opened up, examined externally and internally together with all connections, also tested hydrostatically to double working pressure.

#### Electrical Installation:

The entire electrical installation examined to Rule requirements, also tested under working conditions.

#### WEAR & TEAR REPAIRS.

##### Port Main Motor

All piston drawn and fitted with new rings, gudgeon pins pulled, ground and fitted with new bronze bushes, connecting rods magnoflex tested, bottom ends remetalled as found necessary. Cylinder liners Nos. 1, 3, 4, 5, 6, 7, & 8 renewed with liners delivered by the motor manufacturer, the Cooper-Bessemer Corp., they were stated tested at the factory to 1,000 lbs. per sq. inch. Crankshaft lifted, main bearings lined and remetalled as found necessary, crankshaft also deflection and bridge gauged during fitting. One vertical tie bolt between No. 6 cylinder top and bedplate renewed, rest of the tie bolts removed and magnoflex tested. Eight holding down bolts with c.i. chocks in way of Nos. 6 & 7 cylinders renewed at outboard side of motor. Seven exhaust valves renewed, rest of valves overhauled.

##### Starboard Main Motor

All piston drawn and fitted with new rings. Five exhaust valves renewed, rest of valves overhauled.

##### Port Tail and Tube Shafts, etc.:

The tail and tube shafts drawn, skimmed off in way of liners and muffled. New cast steel muff coupling fitted, coupling marked: LLOYD'S 1886 - C 13-8-45. Stern and strut bushes rewooded and bored to proper fit. Gudgeon oil overhauled.

##### Starboard Tail and Tube Shafts:

Muff coupling connecting these shafts fitted with new steel bolts.

##### Sea Connections:

The sea connections ground in as necessary and fitted with new joint packing.

##### Minor Items:

Several items of a minor nature were also made good now.

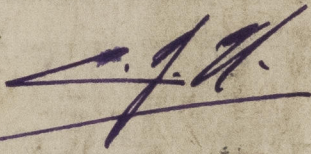
S.R. List No. 65 :

"C.S. case".

The entire machinery examined and overhauled now.

##### Dock Trial:

Upon completion of repairs the entire machinery installation given a satisfactory dock trial and all found in good and efficient condition.



Noted.  
Inspected in S.R.L. Port - Starboard &  
tube shafts (C.L.) examined & etc.

29/10/44



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