

011800-011804-0400

No 2150

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

(Received at London Office)

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~~ <sup>1.5</sup> m.v. "ST. JAMES" (No. of Visits 28)

Gross 7502 Vessel built at Mobile, Alabama By whom Alabama D.D. & S.B. Co. When 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  
Managers  
If Surveyed Afloat or in Dry Dock both Port San Francisco, Ca Voyage  
(State name of Dock.) Ala. D.D. & S.B. Co. Mobile, Ala. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port of Examination and Repairs (if any)

When held, must be reported in detail and seriatim 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.

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
*100 A1		LMC (R) 7.43
12.44		N.E 7.43
		NDB 7.43
		TS (CI) 1.44
Carrying petroleum in bulk		

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

Is it made by anyone else? If so, by whom?  
Should I normally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey " " " no  
Date for what reasons? Not due for survey

Boilers could not be thus thoroughly examined?  
In the absence of internal examination, were adopted by the  
In the absence of the thorough efficiency of those parts of each Boiler?

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

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

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

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

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

State all the mountings of the Main Boilers? and of the Donkey Boilers?

Is the shaft 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

Is the shaft 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

Should I examine the generators, motors, switchgear, cables and fuses? yes

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

When 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 starboard, port stern and strut bushes, starboard muff coupling connecting tube and tail shafts, and their connections with their fastenings, found or placed in order.

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 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 the variation required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.E.M.S. 9,11, L.M.C. 9,11, or 140 lb, F.D., &c.)

334. The machinery of this vessel, as far as now seen, is in good and efficient condition, eligible, in my opinion, to remain as classed with fresh record of LMC 9,45 and notation of Oil & Tube Shafts seen 8,45 in the Register Book.

Section 29) £\$135.00 Fees applied for 25 Sept, 45  
Damage or Repair Fee (100) £ 440.00 Received by me, 19  
(per Section 29)  
Arithmetical instal. 75.00  
All expenses (if charged) £ 28.00  
Late fee 28-7-4 20.00  
31-45, 7-9 P.  
Committee's Minute

Signature of Engineer Surveyor to Lloyd's Register of Shipping.

THURSDAY 28 OCT 1945  
Delete "LMSO 1,449" for Header  
"Surveys overdue 1,449"

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 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.

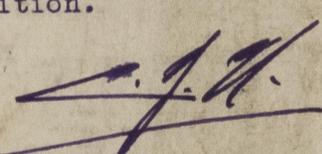
S.R. List No. 65:

"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 (S.L.) examined S. 45.*

*29/10/44*