

22 SEP 1943

Sent to Chief Surveyors

Received from Chief Surveyors

VESSEL'S NAME

*St James*

Report

*Mobile*No *2006*

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

(In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey

When due

*Noted.*

The record should be *same (P) 7.43* as recommended by the Surveyor in accordance with the practice and approved in the N.Y. letter to the Surveyor 15.9.42.

As the engines have not been used before the NE record should be NE 7.43 and "fitted 7.43" excluded.

It is not the practice to record the month for new Donkey Boilers & the record should be NDB 43-110th.

Other particulars for the R.D. Delete size of cylinders, stroke,

NE made & refitted 41 F.D. & makers name & N.Y.P.

Insert 15½ - 22 NHP 373.

Copier Rescuer Corp. Mt Vernon, Ohio.

In the letter dated 15/9/42 approving the stern shafting N.Y. gives the main cylinders as 14½ diameter & mentions 2 flywheels (one of 39" & 2195th weight, the other 49" and 5812th weight) but the report gives the cylinder diameter as 15½ and mentions only one fly wheel 49" dia & 5812th weight and New York should state the facts regarding these matters. They should also forward a plan of the Donkey Boilers as approved together with copies of the correspondence regarding the acceptance of the fusion welded joint in the Boiler Shell.

A report 13 on the electrical equipment is required. It is concluded that this equipment is fully in accordance with the Rules but confirmation is required.

011800-011804-0414

*See Report 13/11/43*

*2079*  
*11/9/43*