

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

(Received at London Office 28 SEP 1943)

Date of writing Report 30th July 1943 When banded in at Local Office 30th July 1943 Port of MOBILE, ALABAMA
No. in Survey held at MOBILE Date, First Survey 26/6/42 Last Survey 2nd July 1943
Reg. Book on the Machinery of the ~~Wood Iron~~ Steel M.V. "ST JAMES" (ex "WILLIAM C. McTARNAHAN") (No. of Visits 82)

Tonnage { Gross 7302 Vessel built at Mobile, Alabama. By whom Alabama D.D. & S.B. Co. When 1941 7
Net 5826 Engines made at Auburn, N.Y. By whom McIntosh & Seymour When made '29 refitted '41
Nominal Horse Power 625 Boilers, when made (Main) - (Donkey) -
No. of Main Boilers Owners U.S. WAR SHIPPING ADMINISTRATION Owners' Address -
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers Managers - Port Wilmington, Del. Voyage -
Steam Pressure in Main Boilers -
in Donkey Boilers 110 lb. If Surveyed Afloat or in Dry Dock both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) DAMAGE

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

in damage cases 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 declined. Yes. Not required.

Was a damage report made by anyone else? If so, by whom? Yes. U.S. Salvage

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -

" " Donkey " " " 21

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also 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? -

State latest date of internal examination of each boiler 13th April 1943 Present condition of funnel(s) -

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 110 lbs.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - , and of the Donkey Boilers? yes

Did the Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boilers? -

Did the Surveyor examine all the mountings of the Main Boilers? - , and of the Donkey Boilers? yes

Has screw shaft now been drawn and examined? 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

Has shaft now been changed? yes If so, state reasons Both damaged by enemy action.

Has the shaft now fitted been previously used? no Has it a continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

State date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft good fit.

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done COMPLETE.

NOW DONE ON ACCOUNT OF DAMAGE stated to have been sustained by enemy action off Mississippi River

in May 1942.

Vessel placed on drydock, propellers and outside fastenings examined.

Both main engines, thrusts, stern tubes, shafting and propellers badly damaged.

Two new main engines, eight cylinder Cooper Bessemer Engines Nos. 2134 and 2135 now fitted. (See Rpt. 4b attached.)

Port and starboard stern tubes renewed, tested on completion to 50 lbs. per square inch hydrostatic pressure and found tight and sound. (Casting Report 7 attached.)

Port and starboard propeller shaft strut bushes and stern bushes renewed. (Casting Report 7 attached.)

Port and starboard cast steel propeller shaft muff couplings renewed. (Casting Report 7 attached) (P.T.O.)

General Observations, Opinion, and Recommendation:— The machinery of this vessel, as now seen,

(State clearly 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 any alteration 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

* LMC 140 lb., F.D., &c.) CS 334,

is in good and efficient condition and eligible in my opinion to remain as classed with fresh

record of LMC (R) 7,43 and notations N.E. 7,43, N.D.B. 7,43 and Tail Shafts Seen (NEW) C.L. 7,43

in the Register Book.

Survey Fee (per Section 29) Elec. Instal. \$ 60.00 Fees applied for Aug. 13, 1943

Special Damage & Repair Fee (if any) £ 340.00 Received by me, 19

(per Section 29.) Travelling expenses (if chargeable) £ 40.00

Late Fees 23/5/43 30.00

Committee's Minute 6, 27/6/43 NEW YORK AUG 18 1943

Assigned N.E. 7,43 FITTED 7,43, N.D.B. 7,43, (110 LBS. PER SQ. IN.)

L.M.C. (R) 7,43, T.S.N. 7,43.

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

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

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Port and starboard screw and tube shafts renewed. (Forging Reports 7 attached.)

Port and starboard Guthans Patent stern tube and bearing glands renewed, together with complete new lubricating system, in its entirety.

Two new bronze, four-bladed propellers fitted. These propellers were examined and tested by Surveyors to American Bureau of Shipping and marked A14B 4484 and 4485, 3/6/43.

The three Atlas diesel auxiliary engines smashed and now replaced with similar new engines and compressors. (See Report 4c attached.)

Independent bilge, two wash, sanitary and fuel oil transfer pumps renewed.

All other pumps opened up, examined and placed in good condition.

All sea valves and cocks renewed in way of engine room.

Bilge, ballast, sanitary, lubricating and oil fuel pipes in way of engine room renewed, together with valves and connections, tried out on completion and found in order.

The injection air system has now been disconnected and two small and one large air receivers removed.

The remaining large injection air receiver has now been connected to starting air system as an additional starting air receiver. It was examined internally and externally, together with the two large starting air receivers and all three receivers examined under hydraulic test of double the working pressure and found in order.

All starting air piping valves and connections renewed. The installation examined, on completion, under hydraulic test pressure of 800 lbs. per square inch and found in order.

A new vertical donkey boiler fitted at aft end of engine room, together with feed pump, steel feed, fuel and steam piping. (See Report 5b attached.)

Feed piping examined after installation under hydraulic test pressure of 440 lbs. per square inch and found in order.

Steam piping examined after installation under hydraulic test pressure of 330 lbs. per square inch and found in order.

On completion of installation the boiler examined under steam and safety valves adjusted to 110 lbs. per square inch.

Oil fuel burning installation examined under working conditions, emergency controls tried out and all found in good condition.

Fifteen minute accumulation test carried out on boiler safety valves and found in order.

The cargo piping installation examined under hydraulic test pressure of 150 lbs. per square inch and found satisfactory.

ELECTRICAL INSTALLATION

The three main generators and all motors in engine room sent to makers, overhauled, placed in good condition and refitted.

The main switchboard, together with all mountings, fuses etc. renewed as originally and all power and light wiring renewed in way of engine room and aft accommodation.

The entire electrical installation tested according to Rule, examined under full working conditions and all found in order.

On completion of repairs the entire machinery installation examined under maneuvering and full sea trial and all found in good and efficient working condition.

RR



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