

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

Date of writing Report

18 DEC 1944

When handed in at Local Office

18 DEC 1944

(Received at London Office

Port of

NEWPORT, MON.

No. in Survey held at

NEWPORT, MON.

Date. First Survey

DEC 6TH

Last Survey

DEC 7TH 1944

Reg. Book.

77686

on the Machinery of the ~~Wood, Iron or Steel~~ ^{Iron Steel}

S.S. "JIM"

(No. of Visits) 2

Tonnage

Gross 833

Net 393

Horse Power 99

No. of Main Boilers 2

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 160

in Donkey Boilers

Vessel built at

SUNDERLAND

Engines made at

SUNDERLAND

Boilers, when made (Main)

1908

Owners

C. STRUBIN & CO. LTD.

Managers

Surveyed Afloat in Dry Dock

ALEXANDRA DOCK

(State name of Dock.)

By whom

J. CROWN & SONS LD

By whom

N.E. MARINE ENG. CO. LD

When

1908

When

1908

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port

LONDON

Voyage

Particulars of Classification which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1. 2.44		LMC. 7.37
EXAMINED 2.44		BS. 2.44
SSPGL 2.44		TS CL 7.41
SSANT No. 1 - 37		

Last Report No. 33949 Port

SLD.

Particulars of Examination and Repairs (if any) STARBOARD BOILER EX.

(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

Was a damage report made by anyone else? If so, by whom?

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

" " Donkey " " "

If not, state for what reasons

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

Start 7/12/44

Present condition of funnel

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

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

No, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

No, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

No, and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed?

If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the stern bush

Is electric light and/or power fitted?

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

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

Engine parts, when referred to by numbers, should be counted from forward.

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

COMPLETE

At the request of the Owners' Representative visited vessel on Dec. 6th & 7th 1944 whilst the vessel lay afloat in the Alexandra Dock Newport Mon. on account of leaky tubes in Starboard Boiler.

Now DONE - Examined tube ends on both water and fire side and found tubes to be well coated with scale and very thin, and active pitting at necks on water side

REPAIRS - One tube in Port Box was renewed this time.

It was stated by the Chief Engineer that 4 tubes were renewed at Southampton 10/10/44 - and one was stopped in the Starboard Box at Barry 26/10/44.

An Interim Certificate has been issued, also Letter Ha, copies of which are attached to this report.

General Observations, Opinion, and Recommendation: The Machinery of this vessel so far 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, BS 9.11, B&MS 9.11 or LMC 9.11 or LMC 140 lb., FD, &c.)

is in an efficient condition and eligible to remain as classed in the Register Book, subject to Starboard Boiler being retubed before March 31st 1945, and to items previously recommended.

Survey Fee (per Section 29)

£ : :

Fees applied for

18th Dec 1944

Special Damage or Repair Fee (if any)

£ 3 : 3 : 0

(per Section 29.)

Travelling expenses (if chargeable)

£ : :

Received by me,

19

Committee's Minute

TUES. 9 JAN 1945

Assigned

As now subject

Andrew J. Cant.

Engineer-Surveyor to Lloyd's Register of Shipping.



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Foundation
U247-0108

Tubes in Starb. & Boiler defective
& recommended to be renewed
Aug. 3. 45

168 becomes due 2.45

Vessel on Operational Service

It is submitted that this
vessel is eligible to remain
as CLASSED, subject
as recommended.

Well

4/1/46.



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