

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

(Received at London Office. 23 JUN 1935)

Report of January 1935 When handed in at Local Office Port of Amsterdam

Survey held at AMSTERDAM Date, First Survey 14 November Last Survey 7 January 1935

in the Machinery of the Steel Sc/stm. "JAMESON" n.n. "JOYOUS" (No. of Visits 2)

Vessel built at Newcastle By whom W. Dobson & Co. When 1924

Engines made at do. By whom N.E. Marine Eng. Co. Ltd. When 1924

Boilers, when made (Main) 1924 (Donkey)

Owners Kaye Stm. Nav. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Kaye, Son & Co. Ltd. Port London Voyage -

If Surveyed Afloat or in Dry Dock Drydock (State name of Dock.) Ams. Drydock

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

Table with columns: CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys; Years assigned now or required; Machinery and Boiler Surveys (including date of N.B., if any). Contains handwritten entries: + 100 RI, 4,34, ss. Mob. No. 3-3,31, + dmc, 3,31, BS 6,34, TS 4,34 CL.

Particulars of Examination and Repairs (if any) Repairs & damages

Repairs, 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 machinery (the cause of which must be stated) should be separated from Repairs due to other causes; and details of any letters respecting this case should be briefly summarised at the end of the report. State also the names of any persons who have been consulted.

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

Has a report made by anyone else? If so, by whom?

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? no

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? no

State for what reasons? not due for survey

Were the Boilers could not be thus thoroughly examined?

What 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?

Was internal examination of each boiler made?

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

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

Were all the manholes, doors and their fastenings of the Main Boilers examined? and of the Donkey Boilers?

Were the drain plugs of the Main Boilers examined? and of the Donkey Boiler?

Were all the mountings of the Main Boilers examined? as per report, and of the Donkey Boiler?

Have the Main Boilers 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?

Have the Donkey Boilers been drawn and examined? no If so, state reasons

Have the Main Boilers been fitted 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?

What is the diameter of Screw Shaft 11 Dec State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft good fit

Are electric lights and/or power fitted? Is electric light and/or power fitted?

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

Check valves as per special reason last fitted & good. fronts in way of check valves are electric welded & good.

I.P. cylinders existing liners drawn and new liners fitted & good. Diam of new rep. 24" and 37" pistons made good fit in cylinders and new springs good. H.P. valve chest new liner & new piston valve fitted.

Slide valve face renewed & new relieved slide valve fitted & good. Piston rods & skinned up, rebushed & new metallic packing fitted.

Slide valve spindles skinned up & rebushed. Condenser unshipped and body of same strengthened by means of welded on, all tubes tested same after completion of repairs as per rules found sound & condenser reshipped properly fastened & good. Complete Gotaverken turbo compressor as per Rev E letter 27.12.34 fitted aboard properly P.P.O.

Observations, Opinion, and Recommendation: - This vessel's Machinery as

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 what alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, R.&M.S. 9,11, & L.M.C. 9,11, or 9,24, 140 lb., F.D., &c.)

Work is in a good & efficient condition & she is eligible in my opinion to be classified with notation of T.S. Item 12-24, and diam 24" I.P. cyl 37" in the Society's Register book and to be expunged from my list item renew 3 main check valves, subject to complete the 28.12.35 as per continuation that

Repair Fee (if any) 126 -

Received by me, 16.50

Fees applied for 19

Received by me, 19

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

TUE. 23 NOV 1935

FRI. 13 DEC 1935

TUE. 31 MAR 1936

Lloyd's Register Foundation

W443-0055 1/2

FRI. 13 SEP 1935

Signature of Surveyor

**AMENDED**

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

Part of ...  
 Last Survey ...  
 Date of Survey ...  
 Name of Ship ...  
 Name of Engineer ...  
 Name of Surveyor ...

Particulars of Classification ...  
 Particulars of Examination and Repairs (if any) ...

Continuation of Report No. 1255 dated 12th January 1905 on the

S/S "JOYOUS" or "JANESON"

fastened & good (Certificate herewith attached)  
 Tested Machinery after completion of repairs under full working  
 Condition found working good  
 Remedy stated to have been sustained through shaking submerged  
 of feet on the 4th of November 1904 on her voyage from Pillin towards  
 Rotterdam.

Crankshaft drawn in & found good  
 Some unshipped drilled up on lathe and new propeller made  
 good fit on same

Part SSN 2 I: For all cylinders, pistons, slide valves & steam chests  
 air, centrifugal pump, <sup>(feed & bilge pumps)</sup> including seats & valves found good  
 Condenser opened out ends & tested as per rules found sound & tight  
 Auxiliary engines, bilge pump arrangements & rolls overhauled  
 and good.

Remains to be done to complete the SSN 2 I Crankshaft, bearings  
 & bottom end brasses, thrust & tunnel shafting, Sea valves & locks and  
 electric light installation.

*Brydson*

RETAIN

It is submitted that this vessel WILL BE eligible for the record.

+ LMC MS 1-25

When the crank, thrust & intermediate shafts, sea connections, the main steam pipes & electric fittings have been examined.

See also endorsement 23/1/25.

without special condition.

SA

4/6/25



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