

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

(Received at London Office)

23 JUN 1935

Report of Survey held at AMSTERDAM Date, First Survey 14 November Last Survey January 1924
 When handed in at Local Office Port of Amsterdam

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 -

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

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

Port No. - Port -

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

Reys, when held, must be reported in detail and serially 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 summarised at the end of the report. State also the services where the Surveyor has not made a special damage report he is required to state whether he has personally go inside each Main Boiler separately and make a thorough examination at this time? no

one, state for what reasons? not due for survey

of the Boilers could not be thus thoroughly examined? -

l means, in the absence of internal examination, were adopted by the -

sure himself of the thorough efficiency of those parts of each Boiler? -

of internal examination of each boiler? -

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

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

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

examine the drain plugs of the Main Boilers? - and of the Donkey Boiler? -

examine all the mountings of the Main Boilers? as per report and of the Donkey Boiler? -

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? -

been changed? no If so, state reasons -

now fitted 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? -

ation of Screw Shaft 11 Dec State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft good fit

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

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 on electric welded & good.

IP 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. HP valve chest new liner & new piston valve fitted.

de valve face renewed & new relieved slide valve fitted & good

piston was skimmed up, rebushed & new metallic packing fitted

slide valve spindles skimmed up & rebushed. Condenser unshipped and

ad, body of same strengthened by means of - welded on, all tubes

o, tested same after completion of repairs as per rules found sound &

condenser reshipped properly fastened & good. A complete Gotaverken

turbo compressor as per Rev E letter 27.12.24 fitted aboard properly P.T.O.

Observations, Opinion, and Recommendation: This vessel's Machinery is

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

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.E.M.S. 9.11, & L.M.C. 9.11, or

140 lb., F.D., &c.)

work is in a good & efficient condition & she is eligible in my opinion

ain as claimed with notation of T.S. 12.24. and diam

4" - IP cyl 37" in the Lively's Register book and to be expunged from

in list item renew 3 main check valves, subject to complete the 28.12.24 as per

continuation that

tion 29) 12.6 - Fees applied for

Repair Fee (if any) 12.4 - 19

ion 29.) 16.50 Received by me, 19

(if chargeable) -

's Minute FRI. 13 SEP 1935

TUE. 26 NOV 1935

FRI. 13 DEC 1935

TUE. 31 MAR 1936

W443-0055 1/2

Lloyd's Register Foundation

W443-0055 1/2

W443-0055 1/2

W443-0055 1/2

W443-0055 1/2

W443-0055 1/2

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W443-0055 1/2

W443-0055 1/2

W443-0055 1/2

W443-0055 1/2

W443-0055 1/2

W443-0055 1/2

W443-0055 1/2

Continuation of Report No 3555^a dated 12th January 55 on the

9/5 Joyous" & "JANESON"

fastened = good (Certificates herewith attached)

Texaco Machinery after completion of repairs under full working

Condition found working good

Damage stated to have been sustained through striking submerged object on the 4th of November 1924 on her voyage from Liffie towards Rotterdam.

Tailshaft drawn in a false good

Some unshipped dressed up on lath and new propeller made
good fit on same

Part SSN # 1: Exd all cylinders, pistons, slide valves & steam chests
 (feed & bilge pumps)
 air, centrifugal pump, including seats & valves found good

Condenser opened out & tested as per rules found found & light.
Auxiliary engines, bilge pump arrangements & rans overhauled
all good.

Remains to be done to complete the SA-5 Crankshaft, & bearings
& bottom end brasses, thrust & tunnel shafting, Seavalses & cocks and
electric light installation.

Ernst Hoffmann

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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