

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

Writing Report. 10th October 1952. When handed in at Local Office. Port of Bremen

Survey held at Bremerhaven Date. First Survey 11.8.52 Last Survey 6.10.52 (No. of Visits 23)

on the Machinery of the S.S. "JAG VIJAY"

Gross 7125 Vessel built at Yancovr By whom Burrard D.D.Co.Ld. When 1942 6

Net 4259 Engines made at Montreal By whom Dominion Eng.Works Ld. When 1942 6

Boilers, when made (Main) 1942 (Donkey) Owners, Great Eastern Shipping Co.Ld. Owners' Address

Boilers 3 Managers Port Bombay Voyage Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. Port Damage LMC TSCL O.F. Conversion +100 Al +LMC 4.48 with freebd.7.51 B.S. 7.51

Boilers of Examination and Repairs (if any) Damage, LMC TSCL O.F. Conversion. Yes - report made

Boilers examined under steam? Yes

Boilers examined in dry dock? Yes

Boilers examined internally? Yes

Boilers examined externally? Yes

Boilers examined for safety valves? Yes

Boilers examined for funnels? Efficient

Boilers examined for retaining appliances? Yes

Boilers examined for electric light and/or power? Yes

Boilers examined for generator resistance? Yes

Boilers examined for engine parts? The main condenser water-box remains

Boilers examined for propeller and outside fastenings, sea valves (opened),

Boilers examined for main engine cylinders, pistons, valves and valve chests, covers, rods, crank, thrust

Boilers examined for shafts and bearings, attached and auxiliary pumps and pumping arrangements, main and auxiliary condensers

Boilers examined for feed-heater (tested), evaporator (tested), holding-down bolts, fan-engine, steering engine and windlass, steam

Boilers examined for dynamos and electrical installation tested and examined.

Boilers examined for quayside trials of main engines carried out on completion of repairs and found or made

Boilers examined for observations, Opinion, and Recommendation: This vessel is eligible in my opinion to remain as classed

Boilers examined for Register Book with fresh record of TS CL 8.52, LMC 10.52, subject to main condenser water-box being repaired

Boilers examined for fees applied for: LMC 46, BS 22, Conversion 51, Installation 7, Trav 20

Boilers examined for date: FRI. 9 JAN 1953

Boilers examined for signature: A. KNAUER, W. Allan

Boilers examined for title: Lloyd's Register Foundation

Wear and Tear Repairs: Bottom half of stern bush rewooded (wear).

Propeller blade tips faired (slightly turned).

H.P. and L.P. guide shoes and ahead eccentric straps re-white metalled (wiped). The

intermediate shafting bearings scraped as found necessary and shafting re-aligned satisfactorily.

Attached pump-runs skimmed and glands retouched (wear).

Eight tubes in auxiliary condenser renewed (thin). The inlet aux. branch-piece of main condenser water-box found corroded and leaking. The branch piece (cast iron) cropped and replaced by a copper branch piece efficiently secured to the water-box by set-screws. The copper branch piece re-inforced by efficient cement box properly secured and the aux. line from ballast pump to main condenser fitted with additional hanger near water-box. It is recommended that the main condenser water-box be renewed by 10.53 (12 mos. limit). The water-box remains efficient meantime.

The evaporator (corroded) replaced by previously used evaporator of approx. same capacity. (Also see Newcastle Cert.No.39423). Evaporator coils annealed and overhauled in shop and tested hydraulically in place together with headers and found satisfactory. Casing examined and tested and found satisfactory. Evaporator tested under working conditions, relief valves adjusted and all found satisfactory.

Ballast pump replaced by pump of same capacity (corrosion of valve-chest). Replace pump (by Darling of Montreal) overhauled and examined in shop and under working conditions on board and found satisfactory.

Feed and general service pumps overhauled with minor renewals.

Main circ. pump and engine overhauled, pump spindle replaced by spare (scored at gland).

Working spindle dressed in way of glands and placed on board as spare.

Fan engine, steering engine and windlass overhauled with minor repairs.

Piston and valve rods and valves of both dynamo engines renewed, forward engine pistons

renewed, engines adjusted and placed in good order.

One tube of port boiler removed for examination, found satisfactory and renewed. All

superheater elements removed to shop, overhauled, tested and refitted.

ELECTRICAL INSTALLATION

2 - 15 KW Dynamos 110 V.

Both dynamos cleaned, tested and re-varnished; brush gear and commutators cleaned and dressed. All switchboard switches and fittings cleaned and placed in good order.

All faults in lighting installation repaired with minor renewals.

Additional light points satisfactorily fitted:

3 - Boiler room floor plates.

1 - Overflow sight-glass

1 - Observation tank

2 - Port and starboard settling tanks in tween deck.

1 - Engine-room in way of oil fuel installation.

The insulation resistance in the dynamos, and the installation tested during and on

completion of repairs and made satisfactory.

The dynamos examined running under load, the governing tested and found satisfactory.

"JAG VIJAY"

Damage stated sustained as a result of grounding on 21.6.51, at Bhavnager. For further particulars see vessel's log-books.

NOW DONE FOR DAMAGE: -

Vessel placed in dry-dock, examined propeller, main engines, main circulating and sanitary pumps, intermediate shafts and bearings.

Repairs on account of Damage:

Propeller blade tips faired (slightly turned), H.P. and L.P. guide shoes re-white metalled (wiped), main circulating pump spare impeller shaft fitted (working shaft scored in way of glands), sanitary pump end overhauled, intermediate shaft bearings scraped and rebbed as found necessary and shafting re-aligned.

CONVERSION TO OIL FUEL BURNING: -

The vessel was converted to oil fuel burning at this time but arrangements were made so that if required, could revert to coal-burning. The Nos.2, 3, 4, 7 & 8 double bottom tanks were arranged to carry oil fuel and 50 tons capacity settling tanks were fitted in the tween decks, p & s. The conversion was carried out in accordance with the approved and amended plans.

The furnaces were modified and fitted with Whites, Hebburn, oil fuel furnace fronts.

The oil fuel unit, and transfer pump were satisfactorily installed on all-welded seatings secured to the frames and tank top on the starboard side of the engine-room. The starting-unit installed in the engine-room starboard side.

The oil fuel filling, suction and pressure lines were examined during installing and tested on completion in accordance with Rule requirements and found satisfactory.

The settling tanks were tested and installed satisfactorily in the tween decks port and fitted with gutter bars and gutters led to drain to engine-room oily bilge port

Gutter bar fitted to boiler room tank top and gutter led to all welded bilge-well & double bottom tank top.

Oily bilge on port side of engine-room formed at frames Nos.66/67 by closing frame & ordinary bilge suction and mud box moved and refitted at frames Nos.68/69.

Oily bilge on starboard side of engine-room formed by closing frames Nos.70 and 76 and additional ordinary bilge suction and mud-box fitted at frames Nos.75/76.

All oily bilge and additional ordinary bilge suction satisfactorily fitted and tested on completion.

Steam smothering system examined and tested and found efficient and satisfactory.

All deck controls to steam smothering system, steam valves to oil fuel units, transfer pump and fan engine, examined and tested.

NOTE: No funnel damper fitted.

Ballast/oil fuel lines fitted with positive change-over device, hand-wheels of all O.F. double bottom tank valves to oil fuel and ballast lines fitted with locking device on valve distribution boxes and ballast lines fitted with spectacle blank flanges.

After peak tank ballast line fitted with blank flank and tank fitted with 2" suction line to fresh water pump and engine-room fresh water tank.

WATER-DAL

G.S. pump ballast suction fitted with blank flange, remaining suctions from sea, boilers, F.W.

tank and hot-well.

Fore peak tank suction valve fitted on inside of bulkhead with extended spindle to main deck level.

All steaming lines fitted with spectacle blank flanges.

The installation examined under working condition and found satisfactory.

Additional Machinery: -

Whites Oil Fuel Unit No.1649

2 Weirs pressure pumps Nos.264 613/4 LLOYDS (Test pressures).

Weirs O.F. Transfer Pump No.269379 "LLOYDS (date) RMC".

2 O.F. heaters and filters LLOYDS NOS.25037 A/B RMC.

2 Settling tanks and pneumerdator gauges.

Starting-up unit.

4 Plans of O.F. installation attached.

