

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

(Received at London Office)

FEB 26 1941

Writing Report December 26 19 40 When handed in at Local Office Dec. 26 19 40 Port of New Orleans, La.
Survey held at New Orleans, La. Date, First Survey Oct. 28 Last Survey Dec. 19 19 40
(No. of Visits 21)
on the Machinery of the Wood, Iron or Steel S.S. "JANELEW"

Gross 6085
Net 4391
Boilers 3
Boilers 210 lbs
Boilers ✓
Vessel built at Oakland, Pa. By whom Moore S.B. Co. When 1920
Engines made at New Jersey By whom W. & A. Fletcher Co. When 1920
Boilers, when made (Main) San Francisco (Donkey) Moore & Scott
Owners Lochinver Ltd. Owners' Address (if not already recorded in Register Book.)
Managers Douglas Ramsey Port Glasgow Voyage
If Surveyed Afloat & in Dry Dock Todd-Johnson D.D. Inc. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Port No. Port
Details of Examination and Repairs (if any) Docking LMC & TS

Surveys, 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 damage (the cause of which must be stated) should be separated from repairs due to other causes; and if detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

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

Damage report made by anyone else? If so, by whom? ---

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

" Donkey " " " ---

Is done, state for what reasons? ---

Parts of the Boilers could not be thus thoroughly examined? ---

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? ---

Date of internal examination of each boiler Yes December 13 & 16, 1940 Present condition of funnel(s) Good

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 210 lbs.

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

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

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

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

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? No

Shaft has been changed? No If so, state reasons ---

Shaft 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? ---

Examination of Screw Shaft Dec. 10 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8

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

Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Vessel placed in drydock. Fastenings of propeller stern bush and sea valves examined, now good.

Propeller shaft drawn and examined, now good. All sea valves examined, now good.

Turbines All covers over steam turbine and gears lifted. All turbines and gears examined

and. All holding down bolts of turbine and gear examined, over-hauled as necessary.

Feed pumps opened up, examined and now in good order. All feed pumps, bilge pumps, lubricating

pumps, fuel oil pumps all opened up examined and now placed in good order. Pumping arrangement

examined out, examined, over-hauled and placed in good order. All electric generators examined

with insulation and placed in good order. Lubricating oil tanks cleaned. Lubricating

coils tested examined and proven in good order. Heating coils in fuel oil tanks examined, tested P.T.O.

Observations, Opinion, and Recommendation: The Machinery of this vessel is eligible in

for 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, R. & M.S. 9, 11, & L.M.C. 9, 11, or

for record LMC 12, 40 and TS seen CL 12, 40. The vessel now to have notation of

CL 12, 40"

(per Section 29) £ 100
Damage or Repair Fee (if any) £
Expenses (if chargeable) £ \$55.00
Fees applied for Dec. 19 40
Received by me, 19

Committee's Minute NEW YORK JAN 15 1941

ed LMC 12, 40.
T. S. (CL) 12, 40.

J. A. Laing
Awarded
Engineer Surveyor to Lloyd's Register of Shipping.

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and proven ~~tigh~~ in good order. All auxiliary machine opened up examined and placed in good order.

MAIN BOILERS: Examined internally and externally with mountings, all now good. All safety valves adjusted under steam. All steam pipes examined and tested, now good. The installation tested under working conditions and the fuel tank valves and deck control gear are in good working order. The oil discharge pipes between the pumps and the furnaces are in good condition, accessible, visible and well lighted for their entire length and the joints are tight.

REPAIRS: H.P. steam turbine. thirteen rows of blades renewed~~xx~~ on rotor. Rotor balanced, now good. H.P. casing: A number of distorted blades faired and resoldered. Minor repairs effected
L.P. turbine rotor. twelve rows of blades in rotor faired and resoldered as necessary One row of blades renewed. L.P. casing. A number of loose and distorted blades faired and resoldered.

Main condenser retubed, tested and proven tight. Auxiliary condenser retubed tested and proven tight. Oil coolers retubed. Circulating pump impellor casing renewed. Minor repairs effected.

Main boilers. All plain tubes renewed. Superheater tubes renewed. Air heater tubes renewed. three stay tubes in boilers renewed. All valves removed from main boiler and new studs fitted. Minor repairs effected.

Machinery tested under working conditions and proven satisfactory.

J. A. L.
awm

Noted.
The report does not mention the fire extinguishing appliances in consultation with the oil fuel installation or the spare gear and it is recommended that the fitting of the machinery installation be deferred until particulars of these are available.

Mr. P. H. the shipbuilding
appliances in machinery
space & spare gear
to be examined.

Trimmer

Is bed time before clearing
? Are any surprising appliances
What Kew.



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