

SURVEY ☒ Now Tested

Rpt. 9 Date of writing report 10.10.58 Received London 5 NOV 1958 Port H A M B U R G No. 6952
Survey held at H A M B U R G No. of visits 5 First date 22.9.58 Last date 3.10.58

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 66040 Name M.V. "JOHN AUGUSTUS ESSBERGER" Gross tons 9409 Date of build 5-1930
Owners John T. Essberger Managers Port of Registry Hamburg
Engines made 1930 By Sun S.B. & D.D. Co., Chester, Pa Type Oil Engine 2SA 4Cy.

Records of Survey & Special Notations as per Register Book		Hull	Machinery
No. of Main Engines 1	No. of Screws 1		
No. of Main Boilers -	W.P. -		
No. of XX /Donkey Boilers 2wt	W.P. 120 lb, 217 lb	* 100 A1 carrying petro- leum in bulk	* LMC CS 1.55
Surveyed Afloat or in Dry Dock Both		Dkg 10.57	dbs 10.57
Nature of Survey G.E., TS, DBS, CS, repairs		SS Ham (Dr) 1.55	CL 11.55
Was Damage Report issued? -	Int. Cert.? yes		sps 1.55
Last Report (For Head Office only)			

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes 3.4 mm Oil Glands - Sea Connections good
Fastenings good Has Screwshaft/Tubeshaft been drawn? yes Date of Examination 30.9.58 Has Shaft been changed? no
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
1 Cyls., Covers, Pistons & Rods No. 1 good
2 Valves & Gears No. 1 good
3 Connecting Rods, Top Ends & Guides Side No. 2 good
Centre
4 Crankpins & Bearings Side
Centre
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS
6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS
11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers
16 SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.)
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring?
OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel where now seen is in efficient condition and eligible in my opinion to remain as now classed with fresh records of TSCL 10.58, dbs 10.58 now, and CS (with date), when the survey has been completed, and without any special conditions re-examining and testing main engine crankshaft coupling bolts by 10.58 (7 mos limit).

It is recommended that the Owners' request for postponement of Special Survey until August 1959 receives the favourable consideration of the Committee.

Date of Committee Decision As now, without spl. con.

30m.6.55. T. (MADE AND PRINTED IN ENGLAND.) TS 10.58, DBS 10.58

Noted for Header

W. O. [Signature]
Engineer Surveyor to Lloyd's Register of Shipping
Lloyd's Register Foundation
002798-002807-0015

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position) *Steam driven bilge pump, both steam driven feed pumps (N.B.)*
Electrically driven intake & lub oil pumps; steering gear and pump units; good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main *both main receivers* 40 Auxiliary *daily service tanks are part hull structure.*

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam? *good.*

44 Steering Machinery *good* 45 Windlass 46 Fire Extinguishing Arrangements *good.*

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors <i>good</i>
b Exciters			m Motors <i>good</i>
c Air Coolers			n Switchboards & Fittings <i>good</i>
d Motors			o Circuit Breakers <i>satisfactory</i>
e Air Coolers			p Cables <i>satisfactory</i>
f Control Gear, Cables, etc.			q Insulation Resistance <i>good</i>
g Insulation Resistance			r Steering Gear Generators and Motors <i>good</i>
h Insulating Oil Test			s Navigation Light Indicators <i>good</i>
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN	AUXILIARY, DONKEY & PRESS <i>Donkey oil fired 29.9.58</i> <i>Exhaust gas donkey 29.9.58</i>
Superheaters	<i>good</i>
Safety Valves	<i>good</i>
Mountings, Doors & Fastenings	<i>14 k/ps oil fired; 8 k/ps ex. gas</i> <i>217 k/ps 120 k/ps</i>
Safety Valves Adjusted to { Sat. Spt.	<i>good</i>
Boiler Securing Arrangements	Exhaust Gas Heated Economisers
Main Economisers	Steam Generator Safety Valves Adjusted to <i>yes</i>
Steam Heated Steam Generators	Forced Circulating Pumps <i>good</i>
Were Oil Burning System & Remote Controls examined working in accordance with Rules?	Funnel <i>good</i>
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?	

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main	Auxiliary (over 3 in. bore)
Were Copper Pipes annealed?	Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

None done for S.R.P.: Main engine crankshaft coupling bolt specially examined and found in order. This item may have to be replaced from the S.R.P.
Wear & tear repairs: Cylinders and HE NO 1 renewed. Oil fired donkey boiler, 3 tubes renewed. Main repairs to piping and electrical fittings effected.
General examination: - Main and essential auxiliary machinery examined under working conditions on dock-trials and found efficient. Bilge, general service and fuel oil transfer pumps examined under working conditions and found in order. Steam and diesel generators examined under working conditions and found satisfactory. Governor bolts carried out and found satisfactory. Generator, motor, switchboard cables and fittings examined, insulation resistance readings taken and found or not brought up to R.B. Fire fighting arrangements revised, control pots checked and all found satisfactory.
This vessel is recommended for postponement of special survey until 8. 59.

Survey fees *CS: 2M 180-*
TS: 2M 85-
DBS: 2M 200-
 Damage fee *G.Ex: 2M 160-*
 Expenses... *2M 40- 11.*
Waste attend. 2M 50-

Date when A/c rendered *Ha 8066 29.10.58*