

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

(Received at London Office. 22 APR 1942)

Date of writing Report Feb 21 19 42 When handed in at Local Office Feb 21 19 42 Port of New York

No. in Survey held at Hoboken N.J. Date, First Survey 16 Feb Last Survey 17 Feb 1942

Reg. Book 29267 on the Machinery of the Wood, Iron or Steel M/V JOHNSTOWN EX NIELMAERSK (No. of Visits 2)

Tonnage { Gross 5086 Vessel built at Odense By whom Odense Staalskibst. Year. Month. 1931-1
 Net 3168 Engines made at Copenhagen By whom HA (Burmester) A/S When 1931

Nominal Horse Power 709 Boilers, when made (Main) (Donkey) ✓

No. of Main Boilers ✓ Owners U.S. Maritime Commission Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓ Managers Tanama Port Tanama Voyage

Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Dry dock, Bethlehem Steel Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 100 (State name of Dock.)

Last Report No. Port Particulars of Examination and Repairs (if any) 8 kg - CL

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Was a damage report made by anyone else? If so, by whom?

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

" " Donkey " " " " ✓

If this was not done, state for what reasons? DB examined by American Bureau of Shipping

And what parts of the Boilers could not be thus thoroughly examined?

Also what 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?

State latest date of internal examination of each boiler Present condition of funnel(s) Good

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

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Has screw 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? ✓

Has shaft now been changed? No If so, state reasons

Has the 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? ✓

State date of examination of Screw Shaft 17 Feb State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft P.S. 1/8"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

How done The vessel placed in dry dock, propellers, stern truckings & their fastenings, sea cocks & valves & their fastenings examined & found or now placed in good order. The Port & Starboard tail shafts drawn for examination, found in good order & replaced.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel

(State clearly 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 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, B.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

is eligible, in my opinion, to remain as classed with full record of
Port & Starboard tail shafts seen (CL) 2.42.

Survey Fee (per Section 29) Pro-CL \$40.00 Fees applied for March 6 1942

Special Damage or Repair Fee (if any) £ : : Received by me,

(per Section 29.) Travelling expenses (if chargeable) Early fee \$10.00 19

Committee's Minute NEW YORK MAR 4 1942

Assigned Deferred for exam. D.B.S.

T.S. 2, 42.

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to

