

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

(Received at London Office

5 JUN 1946)

Date of writing Report 28th May 1946. When handed in at Local Office 28th May 1946. Port of Gothenburg.

No. in Survey held at Gothenburg. Date. First Survey 23rd January Last Survey 15th April 1946.
Reg. Book. 76102 (No. of Visits 17)

26885 on the Machinery of the ~~XXXXXXX~~ Steel s.s. "JOHN"

Tonnage { Gross 3121 Vessel built at Blyth By whom Blyth S.B. & D.D. Co., Ltd. When 1918 - 11
 Net 1825 Engines made at Glasgow By whom MacKie and Baxter When 1918 - 11
 Nominal Horse Power 330 Boilers, when made (Main) 1918 (Donkey) ---
 No. of Main Boilers 2 Owners Rederi A-B. A.Th. Jonasson Owners' Address ---
 No. of Donkey Boilers 0 Managers M. Jonasson (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 Port R&A Voyage ---
 in Donkey Boilers --- If Surveyed Afloat or in Dry Dock Both. Lindholmen.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now or previously.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100A1</u>		<u>+LMC 5,41</u>
<u>7,45</u>		<u>BS 6,45</u>
<u>ssAms.No.3-1,37</u>		<u>CL 1,43</u>
<u>ssGot.No.1-41</u>		

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) LMC, TS and Alterations.

(Periodical Surveys, when held, must be reported in detail and serialim 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? Yes

" " Donkey " " " " ---

If not, state for what reasons --- What parts of the Boilers could not be thus thoroughly examined? ---

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 Port 7/3, Starboard 7/3 1946. Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? None fitted, and of the Donkey Boilers? ---

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

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

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 oil retaining appliance fitted at the after end? --- State date of examination of Screw Shaft 12th March 1946 State the wear down in the stern bush 2 mm. Is electric light ~~examined~~ fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

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

Now done:

The propeller, propeller shaft, stern bush and the sea connections and their fastenings examined.
The cylinders, pistons, covers, slide valves with casings, covers and rods, crank-, thrust- and intermediate shafts, bedplate, condenser, all pumps and the pipes, cocks, valves and strainers of the pumping arrangements examined.

Steam pipes examined and tested.

The electrical installation examined and megger tested.

Both main boilers examined internally and externally with safety valves and mountings and their safety valves adjusted under steam as above.

Repairs effected due to wear and tear:

The lignum vitae in upper half of the stern tube renewed. (Continued)

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good condition and eligible
(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

in my opinion to remain as classed with notation of Tail shaft seen 3,46 and fresh record of LMC 4,46.

Survey Fee (per Section 29) Kr. : 390:00 Fees applied for 28/1 1946
 Alteration ~~Survey~~ Fee (if any) Kr. : 50:00
 (per Section 29.)
 Travelling expenses (if chargeable) £ -- : -- Received by me, ---

Committee's Minute FRI. 5 JUL 1946

Assigned + LMC 4,46

S. 3,46

CERTIFICATE WRITTEN

Stein Jonsson
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation
015039-015053-03081/2

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

Surv. office, Gothenburg.
Is a Certificate required? If so, to be sent to

machinery of the s.s. "John", of RÅÅ, No. 26885 in the Register Book.

The piston rings and the caplan box for H.P. piston renewed.

The I.P. liner, piston and piston rings renewed. Rod dressed up in laths.

The alignment of the crank shaft re-adjusted and the main bearings lower halves re-metallized.

All pumps overhauled and repaired as necessary.

The balance wheel for the lighting set repaired by a steel ring shrinked on the nave (cracked).

Part of the back plate of port combustion chamber of the port main boiler renewed. Screw stays in way renewed.

25 ordinary tubes in the starboard main boiler renewed.

The electrical installation overhauled.

Alterations:

A 170 M² superheater has been fitted, manufactured by A-B. Götawerken in accordance with plans approved at Gothenburg 21.2.1945. The superheater has been tested after erection in place to 50 kgs. per square cm. and found in order.

Stein Olsson

HS 5834 #

MIN 409

Sjt