

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23rd May 1941 When handed in at Local Office. 27th May, 1941 Port of Southenburg
 No. in Survey held at Southenburg Date, First Survey 31st March Last Survey 12th May 1941
 Reg. book 76835 on the Wood, Iron or Steel 3/2 "JOHN" (No. of Visits 16)

TONNAGE:— Gross 3093.01 Built at Ryft By whom Ryft S.B. & S.C. Ltd When 1918-11
 Under Dk. 2839.53 Owners Robert R. B. Th. Jonsson Owners' Address —
 Net 1824.87 Managers M. Jonsson Port belonging to Rid
 Surveyed Afloat or in Dry Dock? Dry Name of Dock Lindholmen Destined Voyage —

B=Cell DB or DB a feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
 tal capacity tons. FPT tons: APT tons: MT feet tons.
 N.B.—All alterations in the existing records should be underlined.

ast Report, No. 13024 Port GOT.

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any.)
<u>* 100 71</u>		<u>LMC 2.37</u>
<u>5.40</u>		<u>BS 4.40</u>
		<u>CL 3.38</u>
<u>350 Pans. 11.23-1.37</u>		
PLATING to be DRILLED when vessel is 24 years old, or at next special survey thereafter.		

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 to whom and why they were declined

Offered to the Owners. Not required Was a damage
 port made by anyone else? If so, by whom? The Underwriters Representative

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused
by touching ground in Orsund while on a voyage from Rotterdam to South-
burg 8-20th March 1941
by encountering heavy ice while on a voyage from Rotterdam to
Southburg 8-20th March 1941
by encountering heavy weather while on a voyage from Lubeck to Ham-
burg 11-19th Nov. 1940
by touching quay at Travnitz 23rd March 1939.
when anchoring out of Hamburg March 1941.
as for 3rd SSOL, alterations and S.R. Lit. (continued)

MARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Fl.	Beams	Inner Bot- tom Plates.	Dk. Plates.	Other Items:—
Renewed	6	—	—	8	—	—	—	See 4 th .
Removed and Fair'd or Repaired	44	—	—	—	—	—	—	—
Fair'd or Repaired in place	27	125	—	16	—	—	—	—

PRESENT CONDITION OF THE	State if Tanks now exd. inside	Air and Sounding Pipes	Copper, or Y. M. of Wood Vessels
ing of Decks	Good	Good	(State if on Felt.)
ings	Good	Good	When put on, Month Year
& Fastenings	Good	Good	Boats
e Plating	Good	Good	Masts, Yards, &c.
in way of sidelights	Good	Good	Condition, how ascertained
hooks	Good	Good	(State if wedges removed)
ms	Good	Good	Sails
e Frames	Good	Good	Equipment letter
adinals	Good	Good	Anchors, No. of
orses	Good	Good	Chain Locker
ns	Good	Good	Cables (State if now ranged)
rs	Good	Good	length mean diamr
Bottom Plating	Good	Good	Rule length
	Good	Good	Hawser & Warps
	Good	Good	Standing and Running Rigging

eral Observations, Opinion as to Class, Recommendation, &c.:—

This vessel is eligible in my opinion to remain as classed with
 work record of Survey Sat. 5.41 and violation of 55 Sat. 11-41 subject to
 bronze anchors of 49 cwt., 45 fms of chain cables and 100 fms of 4½" steel wire
 be supplied.

Fee (per Section 29)	26s.	: 330 : 00	Fees applied for,
Damage or Repair Fee (if any)	26s.	1020 : 00	27 th May 1941
Expenses (if chargeable)	26s.	: 6 : 50	Received by me,
ATION FEE	26s.	250 : 00	19...
Service Fee (if any)	26s.	25 : 00	
STAFEE	26s.		
itted's Minute	note 10.1		

Character Assigned 27th May 1941

Printed in Sweden. Elanders, Gbg. 7482. 4.7.40. Rpt. 8.
 Date Exp. note 13.15.1 Limb. 5.41

S. Jonsson
 Surveyor to Lloyd's Register of Shipping.

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 Lloyd's Register
 Founded 1616
 015039-015053+03161/6

$\frac{3}{4}$ "JOHN" No. 76835 in the Register Book.

How long.

Vessel placed in dry dock; the bottom, stampanes and the rudder cleaned, examined and coated.

Repairs effected due to damage.

Damage I

Steel plates No 1 and 2 removed, faired and replaced.

shell plating port side:

- A stake, plate No 2 renewed.
A " , plates No 3 & 4 removed, faired and replaced.
A " , plate No 5 faired in place.
B " , plates No 3 5 & 6 removed, faired and replaced.
B " , " " 3, 4 & 7 faired in place.
C " , " " 5, 6, 7 & 8 removed, faired and replaced.
C " , plate No 4 faired in place.
D " , plates No 6 & 7 renewed.
D " , " " 5 & 9 faired in place.

starboard rite:

- A stake, plates Nos 2 & 3 removed, faired and replaced.
B " " " 4 & 5 " " "
B " , plate No 3 faired in place.
C " , plates Nos 4 & 5 removed, faired and replaced.
C " , plate No 6 faired in place.

Internal.

8 floor plates on post side cropped and partly renewed.
16 " " " " " paired in place.

The double bottom tanks Nos 1 & 2 and the fore peak tank tested by water pressure after repairs effected and found tight.

Cement in way of damage renewed.

Damage II

shelling, port side:

- F stake, plate N^o 19 removed, faired and replaced.
 F " , plates N^o 2 & 4 faired in place.
 G " , plate N^o 18 renewed.
 G " , plates N^o 1, 2, 4, 16 & 17 removed, faired and replaced.
 G " " " 3 & 5 faired in place.
 H " " " 1, 2, 3, 4, 5 & 6 removed, faired and replaced.
 I " " " 2, 4 & 5 faired in place.

74 frames in way fixed in place.

(Continued)

Port of LythamContinuation of Report No. 15188 dated 27th May, 1941, on the3/3 "JOHN" No 76885 in the Register BookStarboard side:

- F stanch, plate No 3 renewed.
 F " " " 4 removed, faired and replaced.
 G " plates No 1, 2, 3 & 4 " " " "
 G " plates No 5, 6 & 7 faired in place.
 H " " " 1, 2, 3, 4, 5, 6 & 7 removed, faired and replaced.
 I " " " 2, 3, 4 & 5 faired in place.

51 frames in way

The shell plating was tested after repairs effected and found tight.

All removals for access refitted as found.

Rudder lifted, examined and refitted.

The rudder plate faired in place.

Damage III.Shell plating, starboard side:

H stanch, plates No 17 & 18 faired in place.

One deck plate found No 2 latch on starboard side renewed. (checked)

Damage IVDeck:

One bulwark plate on starboard side fwd renewed.

Two stanchions renewed and 4 ditto removed, faired and replaced.

The bulk rail in way renewed.

Stringer plate in way faired in place.

Damage V

One brown anchor and 30 fms of chain cables lost.

S. R. List.Shell plating, port side:

- G stanch, plates No 15 & 19 faired in place.
 H " plate No 19 renewed.
 H " plates No 15, 16, 17 & 18 removed, faired and replaced.

The insertion regarding same may be removed from the S.R. List.

The Special Survey No 1 has been held as follows.

Vessel placed in dry dock; the bottom, stem frame and the rudder cleaned, examined and coated.

(Continued)

3/3 "JOHN" No. 76835 in the Register Book.

Rudder lifted, repaired as stated above and refitted. The hold, peaks, coal bunkers and machinery space cleared. Limber boards removed throughport. All casings of soil, scupper, air and sounding pipes removed. Steel work generally exposed (including plating under side-lights and behind cement chokes) All oxidation removed from the surface of the inside of shell plating, frames, stringers, floor plates, beams, beams and bulkheads. Steel work examined and with exception of parts repaired as stated below found in good condition and coated. All the double bottom and peak tanks tested by water pressure and subsequently examined internally. All broken and loose cement made good. Tank top and limbers coated and ceiling has now been fitted. Decks examined. Chain cables ranged and examined. Chain locked examined and cables replaced. Reelions, masts, rigging and general equipment examined. Hatch covers, tarpaulins, supports and fastenings examined in position at the hatchways, and made good where necessary. Ventilator coverings and covers examined. The steering engine and its connections, steering rods, chains, blocks, rudder quadrant, tiller, steering gear, auxiliary steering gear, windlass, handpump, watertight door and air and sounding pipes examined and found in good condition. Doubling plates found under the sounding pipes.

Freeboard verified.

Repairs effected due to wear and tear.

No 1 hold:

4 side stringer plates on port side renewed.

2 " " " " "starboard" removed, paired and replaced.

A doubling plate fitted on starboard side of the collision bulkhead.

A few rivets in the web frame on port side renewed.

No 4 & 5 holds.

4 bulkhead brackets renewed.

1 gusset angle renewed.

A number of rivets in the shaft tunnel renewed.

Fore peak.

Chain pipes partly doubled.

(continued)

3/3 "JOHN" No 76885 in the Register Book.

Fore peak tank:

- 2 plates in the wreck bulkhead renewed.
- 2 stiffeners for ditto renewed.
- 4 stringer plates renewed.

Upper coal bunkers:

Dish beams renewed in way of the hatches p.s. side.

Double bottom tanks:

The tank top of No 2 tank partly doubled in way of the boiler room.

The tank top of the dry double bottom tank partly renewed under the boilers p.s. side.

Doublings fitted in 2 places on tank top in way of E.P. and a few slack rivets renewed on port side in angles connecting floors to margin plating.

Dish forward:

- 1 dish plate forward No 1 hatch renewed.
- 1 " " between Nos 1 & 2 hatches renewed.
- 6 " plates partly doubled on fore deck.

Dish aft:

- 3 dish plates forward No 4 hatch renewed.
- 3 doubling plates fitted on after deck.

Bridge deck:

- 1 plate each side the E.P. casing renewed.
- Dish in way of saloon partly doubled.

Fore castle:

- 2 deck plates on port side renewed.

Peep:

The plating in way of the bilge doubled p.s.

Dish houses:

The front bulkhead in way of the saloon partly renewed.

Aft bulkhead of dish house amidship partly renewed.

Aft bld of the E.P. casing partly renewed.

Hatches and hatchways:

- Shifting beams and rest angles placed in order.
- All nr. 4 hatch coaming and hatch covers for same renewed.

Alterations:

The bridge now extended over No 4 hatchway forming a well only in way of No 5 hatchway as per approved plan now attached.

(Continued)

3/3 "JOHN" No 76835 in the Register Book.

Length of bridge is now 150.7'.

The steering chains, rods and blocks rearranged accordingly.

Particulars of the new Swedish tannage are:

Gross: 3134.64.

Under deck: 2839.53.

Net: 2287.19.

Equipment now to be equivalent to latter in.

Please see telegram dated 2.4.41.

An anchor of 49 cwt., 15 fms $1\frac{15}{16}$ " additional cables and 100 fms of $4\frac{1}{2}$ " steel wire will be placed on board at first opportunity.

Note: Part of the above Survey was at Owners request carried out by S. Hengvrit on board the 12th May from 8-11 p.m.

Sten Jansson