

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

(Received at London Office -9 AUG 1941)

Date of writing Report 23rd May 1941 When handed in at Local Office 27th May 1941 Port of Bathenburg
No. in Survey held at Bathenburg Date, First Survey 28th March Last Survey 12th May 1941
(No. of visits 10)
6835 on the Machinery of the Wood, Iron or Steel 1/2 JOHN

Gross 3093.01 Vessel built at Blyth By whom Blyth S. B. & S. D. C. Ltd Year. Month. 1918-11
Net 1824.87 Engines made at Slaydon By whom Martin & Rutter When 1918
Nominal 330 Boilers, when made (Main) 1918 (Donkey) -
Horse Power 2 Owners Robert A. R. F. Johnson Owners' Address -
of Main Boilers - Managers M. Johnson (if not already recorded in Appendix to Register Book.)
of Donkey Boilers - Port Reda Voyage -
Steam Pressure 180 lb/sq If Surveyed Afloat or in Dry Dock Drk.
in Main Boilers - (State name of Dock.) Reda
in Donkey Boilers -

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 expired	Machinery and Boiler Surveys (including date of N. B., if any.)
<u>100 A1</u>		<u>L7C 2.37</u>
<u>5.40</u>		<u>B3 4.40</u>
<u>55 Rms. N. B. - 1.37</u>		<u>CL 8.38</u>

Particulars of Examination and Repairs (if any) Damage & LMC

Where 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. Offered to Owner, Not rep.
Was a damage report made by anyone else? If so, by whom? Underwriter Representative
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes
If this was not done, 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 24/41; Starboard 28/3/41 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 lb/sq

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? 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 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 23/4/41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1 1/2 in.

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

Is electric light and/or power fitted? Yes

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

Damage stated to have been caused by travelling ground in Pressurised while on a voyage from Rotterdam to Bathenburg 8-20 March 1941.

Now done:

The propeller, propeller shaft, stern bush and the sea connections and their fastenings examined.

The cylinders, covers, pistons and piston rods, slide valves with casings, covers and rods, (continued)

General Observations, Opinion, and Recommendation:- The machinery of this vessel is eligible in my opinion to remain as classed with fresh record of LMC 5.41 and notation of "Tail shaft seen" 4/41

Survey Fee (per Section 29) 16 295.00 Fees applied for 27th May 1941
Special Damage or Repair Fee (if any) 16 50.00
LATE FEE 16 25.00 Received by me, 19
Travelling expenses (if chargeable) -

Committee's Minute TUE. 2 SEP 1941
Assigned Lmb. 5.41

CERTIFICATE WRITTEN

Shu Johnson
Engineer Surveyor to Lloyd's Register of Shipping

015039-015053-039112

Is a Certificate required? If so, to be sent to
Gn. Surveyor Office, Bathenburg

SS No. 1 due 1.44 held.
Screw shaft-examined.
Sea connection to ballast pump
renewed.

Starbush re-wooded after
grounding.

It is submitted that
this vessel is eligible for
THE RECORD. LMC 5741
S. 4.41.

LH
20/8/41.



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Lloyd's Register
Foundation

Port of BathurstContinuation of Report No. 13188 dated 27th May, 1941, on the1/2 "JOHN" No 76835 in the Register Book.

crank, - thrust - and intermediate shafts, bedplate, engine, all pumps and the pipes, valves and strainers of the pumping arrangement examined.

All steam pipes with 3" bore and over tested by water pressure to twice the working pressure and found good.

The electric installation examined and tested as per Rule.

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

The forced draft fan and its steam engine examined.

Repairs effected due to Damage.

The lignum vitae in the lower half of the stem tube renewed.

Repairs effected due to wear and tear.

The sea connection to the ballast pump renewed.

(Wanted.)

Both feed pumps overhauled.

The electric installation placed in order.

Part of the above Survey was at Owners request carried out by the undersigned on board the 12th May from 7-9 p.m.

Sten Johnson