

Gross 226.6
Net 56.27
Nominal 44

Vessel built at GREYMOUTH By whom GREYMOUTH DOCKYARD COMPANY
Engines made at MANCHESTER ENGLAND By whom MORRIS, HENTY & GARDNER
Boiler made (Main) (Donkey)

Red - L.R.
Black - Owners



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This is to certify that I, the undersigned Surveyor, have at the request of Morris Hedstrom Ltd., Lloyd's Agents in Fiji carried out the 2nd Special Survey No.1 on the hull of the Auxiliary Yacht "John Williams V". This vessel was placed on the Public Works Department slipway at Walu Bay 16/12/47. A.B.C. strakes on both Port and Starboard sides were drilled in 3 places to ascertain a general thickness. The following measurements were found in hundredths of an inch. All plates are numbered from stern.

A.	Strake	Starboard	Plate	No.1.	✓40	hundredths.	30.	45
			"	No.2.	✓40	"	30.	45
			"	No.3.	✓44	"	33.	50
B.	Strake	Starboard	Plate	No.2.	✓48	"	26.	45
			"	No.4.	✓48	"	30.	50
			"	No.6.	✓48	"	30.	50
C.	Strake	Starboard	Plate	No.3.	✓50	"	25.	50
			"	No.4.	✓50	"	25.	50
			"	No.10.	✓40	"	23.	50
A.	Strake	Port	Plate	No.1.	✓48	"	30.	45
			"	No.4.	✓46	"	33.	50
			"	No.6.	✓48	"	33.	50
B.	Strake	Port	Plate	No.2.	✓44	"	26.	45
			"	No.3.	✓48	"	30.	50
			"	No.4.	✓48	"	30.	50
C.	Strake	Port	Plate	No.5.	✓48	"	25.	50
			"	No.3.	✓50	"	25.	50
			"	No.6.	✓48	"	25.	50

D Strake both Port and Starboard showed signs of weakness and the following plates were drilled:-

D.	Strake	Starboard	Plate	No.2.	✓18 and 16 hundredths.	23
			"	No.3. R	✓13, 14, 15, 22, 22 hundredths.	25
			"	No.4.	✓16, 20, 22,	25
			"	No.5. D	✓28, 16, 22, 28, 28	25
			"	No.6. R	✓12, 20, 24,	25
			"	No.7.	✓24, 20, 20, 18, 24	25
			"	No.8.	✓20, 20	25
			"	No.9.	✓32	23
			"	No.10.	New Plate	23
			"	No.11.	New Plate	23
D.	Strake	Port	Plate	No.2. R	✓12, 12, 14, 14	23
			"	No.3. D	✓16, 14, 20	25
			"	No.4.	✓22, 20	25
			"	No.5.	✓24, 28, 30	25
			"	No.6. D	✓16, 22, 22	25
			"	No.7.	✓18, 18, 20, 24	25
			"	No.8. R	✓16, 18, 16	25
D.	Strake	Port	Plate	No.9. X	✓10, 14, 13, 20	23
			"	No.10.	✓27 New Plate	23
			"	No.11. R	✓22, 26, 14, 11	23

On the Starboard side plates No.D.3 and No.D.6 were found to be wasted and were renewed.

Special Damage or Repair Fee (if any)..... £ :
(per Section 20.)
Travelling expenses (if chargeable)..... £ : :
Received by me,
24: 3: 19 48

FRI 30 APR 1948

W1017-6037 1/3 Register
Foundation
Engineer Surveyor to Lito
SURVEYOR APPOINTED

tonnage } Gross 226.6
Net 56.27
Nominal 44

Vessel built at GREYMOUTH By whom GREYMOUTH DOCKYARD COMPANY
Engines made at MANCHESTER ENGLAND By whom MORRIS, HENTY & GARDNER
Boilers when made (Main) (Donkey)

25 MAR 1948

- 2 -

On the Port side plates No.D.2, No.D.8, and No.D.11 were also found to be wasted and were renewed.

Doubling patches were placed on the isolated spots on Starboard side D.5. 36" x 25" x $\frac{1}{4}$ " plate. Port side No.3 16" x 10" x $\frac{1}{4}$ " plate. Port side No.6. 10" x 10" x $\frac{1}{4}$ " plate. All test holes were tapped $\frac{1}{4}$ " Gas thread, plugged and electrically welded in place.

The rudder was unshipped and the pintal bushes were found to be worn to the following sizes:-

Forward and Aft measurements - Top Pintal 5/22" Centre 3/32"
Bottom 3/32"

Top+bottom pintal bush badly worn eaten and worn. Both top and bottom bushes and pintal plate were renewed.

The rudder stock was withdrawn and found to be wasted and pitted. The stock was annealed, shipped and the pits and wasted spots cleaned by grinding with small emery wheel and built up with electrical welding. The stock was then slurried with red lead and bound with marlin to allay further wastage.

The rudder stock trunkway and box was found to be badly wasted. Two side plates, cover plate, trunkway, and deck plate were renewed and cement washed.

Top bushes of rudder quadrant were adjusted for wear.

New chafing blocks were fitted to both hawse pipes.

Forward peak, tank, after peak, midship tanks and fuel and service tanks were examined internally and found to be in good order.

All sounding pipes doubling plates were found in good order.

All tanks were tested with 8 ft. head and found to be in good order.

Ceilings in hold were removed and shell plating, beams, frames and bulkheads were found in good order.

Rose boxes and bilge connections were found in good order.

Deck planks were drilled to ascertain thickness and wear and were found in good order, thickness $2\frac{1}{4}$ ".

Steering gear was opened up for examination and the following work was carried out:-

New gipsy on steering winch installed and all keys in gear wheels were renewed. Four pins in steering gear sheaves found worn and were renewed and provision made for oiling same. Steering gear chain found in good order.

Bowsprit was removed and found in good order. Bowsprit shrouds found to be wasted and all rigging was renewed.

MASTS.

Foremast.

Forestay found to be wasted but not dangerously so. This is to be renewed when wire is available.

All wedges were removed from Forward, Main and Mizzen masts.

Mast coamings, steel masts and wedges were found in good condition.

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Special Damage or Repair Fee (if any)..... £ :
(per Section 29.)

Travelling expenses (if chargeable)..... £ : :

Received by me,
24: 3: 19 48

FRI, 30 APR 1948

W1017-6037 3/3 Register



Engineer Surveyor to M
SURVEYOR APPOINTE

Gross 226.6
Net 56.27
Nominal 44
Power

Vessel built at GREYMOUTH By whom GREYMOUTH DOCKYARD COMPANY
Engines made at MANCHESTER ENGLAND By whom MORRIS, HENTY & GARDNER
Boilers, when made (Main) (Donkey)

- 3 -

Mast shrouds were stripped of serving at the splices and found in good order.

Shroud bottle screws were examined and found in good order. Shroud shackles were found to be wasted and were renewed as follows:-

- (a) Foremast - Three on Port side, three on Starboard side.
- (b) Main mast - Three on Port side, two on Starboard side.
- (c) Mizzen mast - Three on Port side, one on Starboard side.

Shroud plates on the following masts found wasted and were built up by electrical welding.

- Foremast - Two Starboard side, one Port side.
- Main mast - Two Starboard side.

All shear plate bolts on all masts shrouds were found wasted and renewed.

Plates on ships side of crews washroom were drilled tested for thickness and found wasted. A patch plate 6'6" x 4' x $\frac{1}{4}$ " was welded in place. Lower ends of 5 angle irons 3" x 3" x $\frac{1}{4}$ " in crews washroom found to be wasted. These were renewed and welded in place.

Crews washroom wall patched with 2 patches each 2 feet square.

Bathroom

The lower plate on the ships side found to be wasted. This plate was removed and a new plate 5' x 2'6" x $\frac{1}{4}$ " was rivetted in place.

Crew Toilet

Barge plate 3' x 14" x $\frac{1}{4}$ " and hinge plate 4'8" x 6 $\frac{1}{2}$ " x $\frac{1}{4}$ " were found to be wasted and were renewed.

Forward wooden topmast rotted at houndsband. This is being repaired by two straps welded to houndsband and banded top and bottom. A new topmast will be made when material becomes available.

Load line was examined and measured and found correct and ship's certificate endorsed accordingly.

Anchor cables were examined and found in good order.

Life boats were examined. Port boat sail is rotten a new sail has been ordered. Starboard boat sail to be patched in two places at foot of sail, rest of gear, tanks, stores and boats found in good order.



Paul Levy
First Class Certificate of Competency
B.O.T.
Engineer Surveyor appointed by Lloyd's
Agents at Suva.

25 MAR 1948

Special Damage or Repair Fee (if any) £ :
(per Section 29.)
Travelling expenses (if chargeable) £ : :

Received by me,
24: 3: 19 48

FRI, 30 APR 1948

Committee's Minute

W1017-2037 3/3

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Lloyd's Register

Engineer Surveyor to Lloyd's Register
SURVEYOR APPOINTED BY LLOYD'S