

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

No. L.A. 12033

15 APR 1948

(Received at London Office.)

Date of writing Report 3rd March 1948

When handed in at Local Office

No. in
eg. Book.

Survey held at

Suva

Date, First Survey

Port of
17 SEP 1947

Suva,

Fiji.

Last Survey

1st September 1948

(No. of Visits)

8

1429 on the Machinery of the Wood, Iron or Steel

STEEL SHIP "JOHN WILLIAMS V"

Gross 226.6
Net 56.27

Vessel built at GREYMOUTH

By whom GREYMOUTH DOCKYARD COMPANY

When 1930

Nominal
Horse Power 44

Engines made at MANCHESTER ENGLAND

By whom MORRIS, HENTY & GARDNER

When 1930

No. of Main Boilers -

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers -

Owners LONDON MISSIONARY SOCIETY

Owners' Address LIVINGSTON HOUSE BROADWAY

WESTMINSTER

Steam Pressure in Main Boilers -

Managers " " "

Port LONDON

Voyage 50

in Donkey Boilers -

If Surveyed Afloat or in Dry Dock ON SLIP

(State name of Dock.)

GOVERNMENT SLIP WALU BAY.

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

CHARACTER.
X 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).

+ 100A1 3.46

+ LMC 8.42

Cannot find record of

classifications in Register.

S.S. Suva No. 3-8.42

S 4.42 OG

A.S. Suva 3.46

Oil Eng.

Last Report No.

Port

Particulars of Examination and Repairs (if any)

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?

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)

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? No

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

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

Has the shaft now fitted been previously used? Yes Has it a continuous liner? No

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

State date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 12/1000

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

Is electric light and/or power fitted? Electric Light

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

GENERAL EXAMINATION

Fitted.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? All Electric Gear tested and found in good order.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done A complete 2nd special survey No. 1 3/48

has been made with the following results:-

LD'S AGEN

General Observations, Opinion, and Recommendation:—

(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, R.S. 9, 11, B.&M.S. 9, 11, X L.M.C. 9, 11, or X L.M.C. 140 lb., F.D., &c.)

The machinery is in good order and the vessel remains classed with \pm LMC 3rd March 1948 and notation 2nd S.S. No. 1

3/48.

Survey Fee (per Section 29) £ 10 : 10 : -

Fees applied for
24: 3: 19 48

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

Received by me,
24: 3: 19 48

Travelling expenses (if chargeable) £ : : :

Committee's Minute

FRI, 30 APR 1948

Assigned

+ LMC 348

S 348.

CERTIFICATE WRITTEN
(dated 8.6.48)



Paul Lupton
Engineer Surveyor to Lloyd's Register of Shipping.
SURVEYOR APPOINTED BY LLOYD'S AGENTS.

Lloyd's Register
Foundation

W 1017-0040