

Rpt. 9

30 APR 1958

Date of writing report 18th April, 1958 Received London Port Gothenburg No. 24059
Survey held at Gothenburg No. of visits 28 First date 19/6.1957 Last date 27/3.1958

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 02776 Name M.V. "AXEL JOHNSON" Gross tons 5041 Date of build 1928 - 8

Owners Rederi A-B. Nordstjernan Managers Axel Axelson Johnson, Jr. Port of Registry Stockholm

Engines made 1958 - 3 By Henschel Maschinenbau G.m.b.H., Hamburg and Type Pielstick, 4 S.C.S.A.

No. of Main Engines 2 No. of Screws 2 A-B. Lindholmens Varv, Records of Survey & Special Notations as per Register Book

No. of Main Boilers 0 W.P. --- Gothenburg

No. of Aux./Donkey Boilers 0 W.P. ---

Surveyed Afloat or in Dry Dock Both

Nature of Survey ES and Alterations

Was Damage Report issued? -- Int. Cert.? Yes

Last Report (For Head Office only)

Table with columns Hull and Machinery. Hull: +100A1 with freeboard, 6.51, ssGot.-4.47. Machinery: +LMC 4.47, DBS 6.51, TS OG, P 6.50, S 6.51. Includes 'LAI D UP PENDING REPAIRS - CLASS SUSPENDED 1.53' and 'Ref. Mch.'

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes --- Oil Glands Good Sea Connections Good
Fastenings Good Has Screwshaft been drawn? Yes Date of Examination 21/3 1958 Has Shaft been changed? Yes
Has Shaft now fitted been previously used? No Has Shaft now fitted a continuous liner? No Approved oil gland? Yes

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre NEW ENGINE NEW ENGINE
4 Crankpins & Bearings Side Centre

Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides
4 Crankpins & Bearings
5 Journals & Bearings
6 Lubricating Pumps & Drives

MAIN ENGINE DRIVEN WATER PUMPS
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides
4 Crankpins & Bearings
5 Journals & Bearings
6 Lubricating Pumps & Drives

MAIN ENGINE DRIVEN WASTE WATER PUMPS
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides
4 Crankpins & Bearings
5 Journals & Bearings
6 Lubricating Pumps & Drives

MAIN ENGINE DRIVEN WASTE WATER PUMPS
1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides
4 Crankpins & Bearings
5 Journals & Bearings
6 Lubricating Pumps & Drives

REDUCTION GEARING New (Certificate attached) New (Certificate attached)
THRUST BLOCKS, SHAFTS & BEARINGS See Rpt.4b attached See Rpt.4b attached
INTERMEDIATE SHAFTS & BEARINGS Good Good
HOLDING DOWN BOLTS & CHOCKS Good Good

PROPPELLERS Good Good
TOP & MANOEUVRING VALVES Good Good
MAIN ENGINE DRIVEN PUMPS See Rpt.4b attached See Rpt.4b attached
BLANKCASE DOORS & EXPLOSION RELIEF DEVICES Good Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship is in good condition and eligible, in my opinion, to be re-classed with notations of +NE 3.58, +LMC 3.58 and TS(OG) New 3.58.

Date of Committee TUESDAY 17 JUN 1958
Decision See B.A. 29/33

Noted for Header

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N.H. Fisher Engineer Surveyor to Lloyd's Register of Shipping

If certificate is required state where to be sent... Yes, Gothenburg Office.

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Essential Independent Pumps (Identify by position) Bilge- and Sanitary pump, starboard side. Ballast pump, starboard side. Transfer pump between main engines, Main engine spare lubricating oil pumps (between main engines), Main engine fresh water and salt water aggregate forward of engine room, Auxiliary circulating pumps (3 off) - All pumps Good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Yes

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes

35 Fresh Water Coolers New (2 off) 36 Lub. Oil Coolers New (2 off) 37 Gear oil cooler New (2 off) 1 hand started diesel driven New Good

38 Independent Air Compressors, Coolers & Safety Devices Port and Starboard - Good 40 Auxiliary 1 off starboard side forward engine room floor - Good

39 Air Receivers & Safety devices - Main Port and Starboard - Good 43 Have Evaporator Safety Valves been tested under steam? Good

41 Oil Fuel Tanks (Not forming part of hull structure) 42 Evaporators None 44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) Port forward (3 cyl. B & W, 4 S.C.S.A. No.3952. As previously) - Good
 Port intermediate (5 cyl. Lister, 4 S.C.S.A. No.46749, As previously) - Good
 Port aft (5 cyl. Lister, 4 S.C.S.A. No.46748. As previously) - Good
 Starboard (5 cyl. Lister, 4 S.C.S.A. No.46751. Previously fitted in the "Annie Johnson") - Good

ELECTRICAL EQUIPMENT			AUXILIARY EQUIPMENT	
Generators & Governors	Good			
Motors	Good			
Switchboards & Fittings	Good			
Circuit Breakers	Good			
Cables	Good			
Insulation Resistance	Good			
Steering Gear Generators and Motors	Good			
Navigation Light Indicators	Good			
Funnel	Good			

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items are subjects of class)

Repairs effected due to wear and tear:
 The port and starboard propeller shafts renewed (pitted)
 The lower part of the starboard fuel oil service tank renewed (pitted).

Alterations:
 1.- The port and starboard main engines have been replaced by 2 new engines. See Rpt. 4b at April, 1956, at Gothenburg).
 2.- The main engine seating altered to suit the new engines. (As per plan approved on the 2 April, 1956, at Gothenburg).
 3.- The auxiliary engine now fitted on the starboard side on the engine room floor has been previously used on board the "Annie Johnson", and after having been completely overhauled in shop fitted in this ship.
 The total power of the electrical installation of the ship =
 3 x 110 KW.
 1 x 112 KW.
 4.- The donkey boiler taken ashore and fuel pipes blanked off at fuel service tank (It was at the request of the Owners that the boiler

(Continued)
 Survey fees ... ES Kronor 950:00,
 Alteration ... Kronor 700:00,
 Alteration, El. Inst. Kronor 200:00,
 Electrical inst. ... Kronor 500:00.
 Expenses... ..

Date when A/c rendered... 25th April, 1958.

Machinery of the Motorship "Axel Johnson", of Stockholm, No.02776 in the Register Book.

taken ashore. The donkey boiler has been very seldom used for heating purposes. The condition of the boiler was good).

5.- An independent fire pump driven by a 12 HP Bukh diesel engine has been installed in the tunnel, and tested under working conditions.

An independent fire pump driven by an electric motor has also been fitted and placed on engine room floor, starboard side.

All fire extinguishing arrangements in the machinery spaces and decks have been renewed or placed in order as necessary, and fulfil now the Rules of the Society and the Requirements of the Swedish Board of Trade.

6.- The aft bilge- and sanitary pump of plunger type has been removed (wasted).

The forward bilge- and sanitary pump which is similar to the above and consists of 3 plungers, 1 of which was attached to the bilge system, has now been altered and 2 plungers are now attached to the bilge system.

The pumping arrangement consists of 1 ballast pump and 1 bilge pump, all of piston type. The capacity of the pumps is the same as before.---

All auxiliary engines, pumps and other machinery auxiliaries have been placed in order.

All worn and defective parts have been renewed and afterwards tested with satisfactory results.

A new main switchboard (Plans approved on the 6th March, 1958) has been fitted and all new cables fitted fulfil the Requirements of the Rules.

Note:
 The refrigerating plant also renewed.

See Rpt. 17 attached.

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