

8 - JUL 1957

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of writing report 2nd July, 1957.

Received London

Port Gothenburg.

No. 23391

by held at Gothenburg.

No. of visits 39

First date 15.2.56.

Last date 26.6.57.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

B. 51614 Name ~~M.V.~~ "ANNIE JOHNSON" Gross tons 4935 Date of build 1925 - 11
Rederi A-B. Nordstjernan Managers A.A. Johnson Port of Registry Stockholm
made 1957 By Henschel-Maschinenbau Type 4 SCSSA - with SR hyd. gears
supercharged.
Records of Survey & Special Notations as per Register Book

Engines 2 No. of Screws 2
Boilers --- W.P. ---
Donkey Boilers 1 W.P. 85 lbs.
at or in Dry Dock Both
vey ES, DBS, Alteration
Report issued? -- Int. Cert.? Yes.
For Head Office only)

Hull	Machinery
+100A1	+LMC 2,48
with freeboard	
6,54	d 7,52
ssGot.-Dr. 11,38	
ssGot.-2,48	TS OGp&s 6,51
LAID UP - SURVEYS OVERDUE	(+Lloyd's RMC)

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 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 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 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.

Propellers Good Wear Down of Stern Bushes --- Oil Glands Good Sea Connections Good
Good Has Screwshaft ~~been~~ drawn? Yes Date of Examination 19.6.57. Has Shaft been changed? Yes
now fitted been previously used? No Has Shaft now ~~repaired~~/fitted a continuous liner? No Approved oil gland? Good

GINES (Recip. Steam or I.C.) PORT STARBOARD

rs, Pistons & ~~RODS~~
Gears
Rods, ~~RODS~~
z Guides Centre New engine
& ~~RODS~~
Centre
& Bearings

New engine

GINE DRIVEN AIR COMPRESSORS

rs, Pistons & Rods

g Rods & Top Ends

& Bearings

& Bearings

Safety Devices

GINE DRIVEN SCAVENGE PUMPS

~~RODS & TOP ENDS~~

~~RODS & TOP ENDS~~

~~RODS & TOP ENDS~~

~~RODS & TOP ENDS~~

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~~RODS & TOP ENDS~~

~~RODS & TOP ENDS~~

ION GEARING Cert. attached

Cert. attached

BLOCKS, SHAFTS & BEARINGS See rpt. 4b attached

See rpt. 4b attached

EDIATE SHAFTS & BEARINGS Good

Good

G DOWN BOLTS & CHOCKS Good

Good

~~RODS & TOP ENDS~~

~~RODS & TOP ENDS~~

~~RODS & TOP ENDS~~

MANOEUVRING VALVES

W ENGINE DRIVEN PUMPS See rpt. 4b attached

See rpt. 4b attached

NEKASE DOORS & EXPLOSION RELIEF DEVICES Good

Have Main Engines been tested working and manoeuvring? Yes.

VISION OF MACHINERY AND RECOMMENDATIONS The machinery of this ship, is in a good condition and eligible in
opinion to be classed +NE 6,57, +LMC 6,57, DBS 6,57 and Tail Shafts New 6,57.

Date of Committee

Decision

50m, 6.56. T. (MADE AND PRINTED IN ENGLAND.)

Both TSN 6.57

+NE 6.57

Noted
for
Header

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping

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Foundation

003605 - 008610 - 007613

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

32 Essential Independent Pumps (Identify by position) Starboard forward and aft bilge and sanitary pumps, ballast pump, fuel transfer pumps, auxiliary FW and SW pumps, donkey feed pumps. All - Good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good.

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 ~~Donkey~~ (state service) Gear oil cooler 2 of 3

38 Independent Air Compressors, Coolers & Safety Devices Port & Starboard air compressors - Good. Steam driven strting up co.

39 Air Receivers & Safety devices - Main Port & Starboard - Good 40 Auxiliary Good.

41 Oil Fuel Tanks (Not forming part of hull structure) Port & Starboard - Good.

42 ~~Evaporators~~ 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good.

AUXILIARY ENGINES (Identify by position)

Port fwd No.1 3 cyl. B-W 4 SCSEA 180 BHP No. 4085 As previously - Good.

" intermediate No.2 5 cyl. Lister 4 SCSEA No. 46750 As previously - Good.

" aft No.3 3 cyl. B-W 4 SCSEA 180 BHP No. 4249, (taken from m.s. "Pedro Christophersen") - Good.

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors Good
b Exciters			
c Air Coolers			m Motors Good
d Motors			
e Air Coolers			n Switchboards & Fittings Good
f Control Gear, Cables, etc.			o Circuit Breakers Good
g Insulation Resistance			p Cables Good
h Insulating Oil Test			q Insulation Resistance Good
i Overspeed Governors			r Steering Gear Generators and Motors Good
j Magnetic Couplings			s Navigation Light Indicators Good
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN ~~AUXILIARY, DONKEY & PRESS~~ boiler
Examined 19.6.1957. - Good.

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings 85 lbs/sq.inch

Safety Valves Adjusted to Sat. 34.

Boiler Securing Arrangements Good

~~Water Exchangers~~ ~~Exhausters~~ ~~Exhausters~~

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore) None

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

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

Repairs effected due to Wear and Tear:-

The port and starboard propeller shafts renewed (Fitted). See rpt. 4b.

Alterations:-

1.) The port and starboard main engines have been replaced by 2 new engines as stated in rpt. 4b.

2.) The main engine seating altered with satisfactory results, as per approved plan 21.4.1956

3.) The port aft (No.3) auxiliary engine and generator (5 cyl. 4 SCSEA Lister engine with 110 kW generator) have been replaced by a 3 cyl. B-W diesel engine with a 112 kW generator No.159848. This complete diesel generator set has been taken from m.s. "Pedro Christophersen", overhauled in shop and tested under working conditions with satisfactory results. The total power of the ship's electric installation

2 x 112 kW

1 x 110 kW

Survey fees ES: Kr. 850:00
DBS: " 90:00
Alteration: Kr. 700:00
El. inst: Kr. 325:00

Damage fee Trav. exp: Kr. 12:00

Date when A/c rendered 4th July, 1957.

Gothenburg

Continuation of Report No. 23391 dated 4th July, 1957,

on the

the Motorship "ANNIE JOHNSON" 4935 tons gross, of Stockholm.

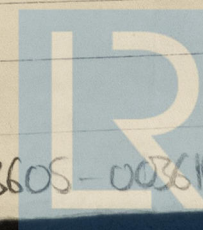
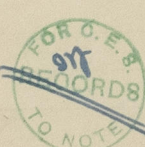
The ship has now been re-measured. The new tonnages are:-

Gross: 4935.16

Under deck: 3977.31

Net: 2757.71

R. H. J. J. J.



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(MADE AND PRINTED IN ENGLAND.)

Rpt. 9a

Port of

Gothenburg

Continuation of Report No. 23391

dated

4th July, 1957

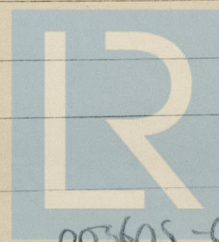
on the

Machinery of the Motorship "ANNIE JOHNSON" 4935 tons gross, of Stockholm.

4.) An independent emergency fire pump driven by a 12 HP Bukh diesel engine has been installed in the tunnel, and tested under working conditions, also with satisfactory results.

All fire extinguishing arrangements in the machinery spaces and deck fire main, have been renewed or placed in order as necessary and fulfil the Rules and Swedish Board of Trade requirements.

All auxiliary engines, pumps and other machinery have been placed in order and worn parts renewed as found necessary and afterwards tested with satisfactory results.



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