Rpt. 9.

WRECK BOX No. 70 Bolton

No. 20890

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

(Received at London Office 20 JUN 1931)

Date of writing Report 18-6 1931 When handed in at Local Office ____ 19__ Port of Rotterdam.

No. in Reg. Book. Survey held at Rotterdamhaven Date, First Survey and Last Survey 15-6 1931 (No. of Visits 1)

on the Machinery of the ~~Wood Iron or~~ Steel s/s "JOHANNA"

Tonnage { Gross 2076 / Net 1243

Nominal Horse Power { 106

No. of Main Boilers 2

No. of Donkey Boilers —

Steam Pressure— in Main Boilers 180 lb

in Donkey Boilers —

Vessel built at Hendrik Ido Ambacht By whom Gebrs Stam When 1917 8.

Engines made at Rotterdam By whom Wilton's Pf. & Shipbldg Co. When 1917

Boilers, when made (Main) 1917 (Donkey)

Owners N.V. Mij s/s. Johanna" Owners' Address Rotterdam (if not already recorded in Appendix to Register Book.)

Managers N.V. Handel Mij Jos de Ponter Port Rotterdam Voyage N Bordeaux

If Surveyed Afloat or in Dock (State name of Dock.)

Last Report No. 20150 Port Rot

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 and expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1- 5.30		+LMC 5.30
S.S. ROT. NO. 1- 5.30		T.S. survey 5.30
CARGO BATTENS NOT FITTED.		

Insert Character of ship and Machinery precisely as in the Register Book.

Particulars of Examination and Repairs (if any) Dam:

Periodical Surveys, when held, must be reported in detail and seriatim 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.

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? —

as a damage report made by anyone else? If so, by whom? —

d the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? —

Do. " Donkey " " " —

this was not done, state for what reasons? —

d what parts of the Boilers could not be thus thoroughly examined? —

so 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? —

d the Surveyor examine the Safety Valves of the Main Boiler? — To what pressure were they afterwards adjusted under steam? —

d the Surveyor examine the Safety Valves of Donkey Boiler? — To what pressure were they afterwards adjusted under steam? —

d the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? —, and of the Donkey Boilers? —

d the Surveyor examine the drain plugs of the Main Boilers? —, and of the Donkey Boiler? —

d the Surveyor examine all the mountings of the Main Boilers? —, and of the Donkey Boiler? —

s 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? —

s shaft now been changed? No If so, state reasons —

s 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? —

ate the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft 1/8.

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done The Survey of the Boilers will be done after vessels return of her present voyage. It is reported that the vessels propeller touched the quay wall at La Rochelle on the 31st January 1931.

Screwshaft drawn afloat, same examined and found in order. Sternbush and fastenings examined and found in order.
One propeller blade found damaged on tip, same of no consequence for the present, but will be renewed at the first convenient opportunity.

General Observations, Opinion, and Recommendation:— The machinery being as far as seen in a good condition. I am of opinion that this vessel is eligible to remain as classed and notation of T.S. seen 6-31

(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, B.S. 9,11, B.&M.S. 9,11, or ✠ L.M.C. 9,11, 140 lb., E.D., &c.)

Is a Certificate required? If so, to be sent to

Survey Fee (per Section 29) £ 25.00

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

Travelling expenses (if chargeable) £ 3.00

Fees applied for 2/6 1931

Received by me, 19

FRI. 26 JUN 1931

FRI. 30 OCT 1931

Committee's Minute of

Assigned Deferred for Rec

Write Owners 2.6.31 5.6.31

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation
W582-0027