

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

(Received at London Office **3 JUN 1944**)

Date of writing Report 16th May 19 44 When handed in at Local Office 19 Port of Suez (Port Tewfik)

No. in Survey held at Suez Date, First Survey 7th March Last Survey 21st March 1944
 19390 on the Machinery of the Wood, Iron or Steel Twin Screw Motor vessel "ANNA KNUDSEN" (No. of Visits 2)

Gross 9057 Vessel built at Göteborg By whom Götaaverken A/B Year 1931 Month 12
 Net 5389 Engines made at Göteborg By whom Götaaverken A/B When 1931
 Nominal Horse Power 709 Boilers, when made (Main) (Donkey) 1938
 No. of Main Boilers 2 Owners D/S A/S Jeanette Skinner Owners' Address (if not already recorded in Appendix to Register Book)
 Steam Pressure 150 lbs Managers Knut Knutson OAS Port Haugesund Voyage
 In Main Boilers 150 lbs If Surveyed Afloat or in Dry Dock Both, Khedivial Graving Dock Particulars of Classification (which must be inserted precisely as in Register Book and Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) Docking and ex. of wasted stay tube in Starboard Donkey Boiler.

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?

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

this was not done, state for what reasons? DBS not due

Did 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? {

the latest date of internal examination of each boiler

Did the Surveyor examine the Safety Valves of the Main Boiler?

Present condition of funnel(s) Good

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?

Is screw shaft now been drawn and examined? No

Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? {

Is shaft now been changed? If so, state reasons

Is 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? {

the 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 P & S - 3mm.

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

Is electric light and/or power fitted? Yes

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Work Done for Docking

Vessel placed in dry dock, propellers and outside fastenings, sea cocks and valves, examined and found in good condition.

Examination of stay tube in Starboard Donkey boiler.

At the request of the Chief Engineer and the Master the vessel was attended and an examination made of a stay tube (1st tube top row inboard) of the starboard combustion chamber. The tube was found wasted over its whole length and the Chief Engineer expressed doubt as to the advisability of raising steam on the boiler. In my opinion the tube is efficient until the boiler is next subjected to examination by the Society's Surveyors for Annual Survey when it should be renewed and the Chief Engineer was advised accordingly.

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, etc.; thus, for example, B.S. 9.11, B. & M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., etc.)

The Machinery of this vessel, so far as now seen, is in good and efficient condition, and eligible, in my opinion, to remain as now classed in the Register Book without fresh record of survey subject to one wasted stay tube in the Starboard Donkey Boiler (starboard furnace) being renewed when the boiler is next subjected to examination by the Society's Surveyors.

Survey Fee (per Section 29) L.B. 6.000ms

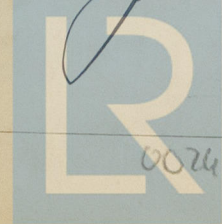
Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : nil

Committee's Minute FRI. 28 DEC 1945

Assigned See his 12193

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

One of the stay tubes in the Starb
Boiler is cracked & the Surveyor
recommends that it be
renewed at the D.S. due 8/24.

It is submitted that
this vessel is eligible to
proceed as CLASSEA

Subject as
recommended.

DA

9/6/44

Inter Sea Comm

in JE



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