

Rpt. 9

Date of writing report 4-4-57.

Received London

Port Copenhagen

No. 16274

Survey held at Aalborg

No. of visits 4

First date 12/3

Last date 15/3-57.

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 67021 Name S.S. "KUURTANES"

Gross tons 3088 Date of build 11 - 1906

Owners Vaasan Laiva O/Y

Managers

Port of Registry Vasa

Engines made 1906 By Gen. Mar. Eng. Wks. Hpl.

Type 3 cyls. steam reciprocating

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers 2 W.P. 180 lbs.

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

Surveyed Afloat or in Dry Dock pontoon

Nature of Survey TS + Gen. Exam.

Was Damage Report issued? Int. Cert.?

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS	MBS 3.53
Dkg. 7.56	BLR.S. 11.55
SS Kel. 3.53	TS 7.56 CL
	sps 3.53

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 (new) Wear Down of Stern Bushes 1.5 mm Oil Glands Sea Connections  
Fastenings good Has Screwshaft Tubeshaft been drawn? yes Date of Examination 15-3-57 Has Shaft been changed? yes  
Has Shaft now fitted been previously used? yes Has Shaft now examined/fitted a continuous liner? yes Approved oil gland?

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

4 Crankpins & Bearings Side Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

Cyls., Covers, Pistons & Rods

Connecting Rods & Top Ends

Crankpins & Bearings

Journals & Bearings

Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

asings, Rotors, Blading, Bearings & Thrusts

KHAUST STEAM TURBINES (WITH RECIP. ENGINES)

TEAM COMPRESSORS

UTCHES & HYDRAULIC COUPLINGS

DUCTION GEARING

RUST BLOCKS, SHAFTS & BEARINGS

TERMEDIATE SHAFTS & BEARINGS

LDING DOWN BOLTS & CHOCKS

IDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? yes

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is in good condition and eligible in my opinion to remain as classed without fresh record of survey, subject to the propeller shaft now fitted being renewed before the end of September, 1957 (6 months limit).

TUESDAY 7 MAY 1957

ate of Committee

ecision

56. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

Engine Surveyor to Lloyd's Register of Shipping

002970-002977-0078 1/2

If certificate is required state where to be sent.



32 Essential Independent Pumps (Identify by position)

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

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

35 Fresh Water Coolers

36 Independent Air Compressors, Coolers & Safety Devices

37 Air Receivers & Safety devices—Main

38 Oil Fuel Tanks (Not forming part of hull structure)

39 Evaporators

40 Steering Machinery

36 Lub. Oil Coolers

37 Heaters (state service)

40 Auxiliary

43 Have Evaporator Safety Valves been tested under steam?

45 Windlass

46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

# ELECTRICAL EQUIPMENT

## PROPULSION

## PORT

## STARBOARD

## AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance good

r Steering Gear Generators and Motors

s Navigation Light Indicators

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

MAIN

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to

Sat.

Spt.

Boiler Securing Arrangements

Main Economisers

Steam Heated Steam Generators

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

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

Exhaust Gas Heated Economisers

Steam Generator Safety Valves Adjusted to

Forced Circulating Pumps

Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main

Were Copper Pipes annealed?

Auxiliary (over 3 in. bore)

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 items are subjects of class)

General Examination for postponement of Special Survey.

Now done:- The machinery generally examined and found as far as could be seen, in good condition.

The machinery examined under working conditions and the electric circuits

megger tested.

Condition of Class: Now done:- The vessel placed on pontoon and an examination

propeller found slack on cone.

The propeller shaft (stamped Lloyds 2548 JB Repaired 26-9-1916) drawn in and

a crack with a length of abt. 200 mm found in bottom of key-way. The shaft

now condemned. The key found cut over in two parts.

The old spare shaft taken into shop, examined in lathe and repaired as

indicated on sketch enclosed. After repairs the shaft was tested for

cracks and found satisfactory. A new stepped key in two parts fitted

The propeller replaced by a new one made of cast iron. The li

vitae also renewed. The propeller, after end of stern tube

vitae examined and found good. Recommend the shaft now fitted

Survey fees ... Kr. 180,-

GE ... Kr. 140,-

Damage fee ...

Expenses... ... Kr. 225,-

Date when A/c rendered

20/3-57

Port of

Copenhagen

Continuation of Report No. 16274 dated 4-4-57.

on the

S.S. "KUURTANES"

(stamped Lloyds No. 4454 5-10-06. Initials unreadable) to be renewed before the end of September, 1957 (6 months limit).