

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

Table with 2 columns: Hull and Machinery. Hull entries: BS, Dkg. 7,56, SS Kel. 3,53. Machinery entries: MBS 3,53, BLr.S. 11,55, 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

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

INDUCTION GEARING

FRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

LOADING DOWN BOLTS & CHOCKS

CONDENSERS (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

Date of Committee

Decision

Is now subject

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

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register Foundation

002970-002977-0078 1/2

If certificate is required state where to be sent.

S.S. "KUURTANES"

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

- 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 Lub. Oil Coolers
- 37 Heaters (state service)
- 38 Independent Air Compressors, Coolers & Safety Devices
- 39 Air Receivers & Safety devices—Main
- 40 Auxiliary
- 41 Oil Fuel Tanks (Not forming part of hull structure)
- 42 Evaporators
- 43 Have Evaporator Safety Valves been tested under steam?
- 44 Steering Machinery
- 45 Windlass
- 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

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

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

MAIN	AUXILIARY, DONKEY or PRESS
Superheaters	
Safety Valves	
Mountings, Doors & Fastenings	
Safety Valves Adjusted to	
Boiler Securing Arrangements	Exhaust Gas Heated Economisers
Main Economisers	Steam Generator Safety Valves Adjusted to
Steam Heated Steam Generators	Forced Circulating Pumps
Were Oil Burning System & Remote Controls examined working in accordance with Rules?	Funnel
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?	

EXAMINATION & TESTING OF STEAM PIPES (State material)

Particulars of Defects & Repairs, etc. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which 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.

Condition of Class: Now done:- The vessel placed on pontoon and an examination of 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 life vitae also renewed. The propeller, after end of sterntube vitae examined and found good. Recommend the shaft now fitted.



LEAVE THIS SPACE BLANK

Survey fees ... Kr. 180,- <sup>DAMAGE</sup>  
GE ... Kr. 140,-

Damage fee ...  
Expenses... ... Kr. 225,-

Date when A/c rendered... 20/3-57