

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

25 JUN 1954

of writing Report. 22nd June, 1954 When handed in at Local Office 22nd June 1954 Port of Kiel

Survey held at Kiel Date. First Survey 9.4.54 Last Survey 15.6. 19 54 (No. of Visits 26

on the Machinery of the ~~Wood Iron or Steel~~ m.t.v. "K.J. KNUDSEN"

Year. 1939 Month. 1945
launched 1939
When commiss. 1945

Gross 11199 Vessel built at Gothenburg By whom A/B Götaverken
Net 6816 Engines made at Copenhagen By whom Burmester & Wain
Per Rule 1390 Boilers, when made (Main) (Donkey) 1954
Main Boilers -- Owners D/S A/S Lisbeth Owners' Address
(if not already recorded in Appendix to Register Book.)
Port Haugesund Voyage --
Managers Knut Knutsen O.A.S.
If Surveyed Afloat or in Dry Dock both
(State name of Dock.) at Kieler Howaldtswerke
Particulars of Classification (which must be inserted
precisely as in Register Book & Supplements).

Report No. Port
Particulars of Examination and Repairs (if any) N.E. LMC DBS and TS
HULL MACHINERY
* 100 A 1 * LMC 10,52
5,53 DBS 10,52
s.s. Got 9,52 TS (CL 5,51)
Cruiser stern
Butts of shell & upper deck plating
elec. welded.
Carrying petroleum in bulk

cases where the Surveyor has not made a special damage report he is required to state whether he offered his
for this purpose, and why they were declined
damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes
Donkey " " " "

to for what reasons What parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the
or to assure himself of the thorough efficiency of those parts of each Boiler?

Present condition of funnel(s) good
st date of internal examination of each boiler donkey p+s 3.5.54 re-examined 3.6.54

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

Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 150 lb/□"

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

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end?

now been changed? yes If so, state reasons See note Has the shaft now fitted been previously used? no Has it a continuous liner? yes

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 24.4.54 State the wear down in the

Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes

Parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

one:- Vessel placed in dry dock, propeller, screw shaft, stern bush, sea connections and their
outside fastenings examined and found or placed in good order.

Engine:- The old main engine dismantled and removed from the vessel, and engine seatings modified in
accordance with approved plan. One new Burmeister and Wain 2SCSA 5 cyl. main engine with

exhaust pistons No. 5220 installed under Special Survey together with new thrust and new short
intermediate shaft. See Rpt. 4 b forwarded herewith.

MC: The following existing auxiliary machinery has now been opened out, examined and found or
placed in good order.

All (3) auxiliary engines in their entirety.
Both starting air compressors, air cooler tested.
Generator steam engine in its entirety
Both salt and both fresh water colling pumps.

Bilge pump
Ballast pump

Observations, Opinion, and Recommendation:- P.T.O.

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
any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc.)

The machinery of this vessel, as now seen, is in good order and eligible, in my opinion
to remain as classed with fresh records of * LMC 6,54, DBS 6.54, TS (CL) N.4.54 and the notation of

NE.54 Sps 6,54

Part LMC 24. 0.01
DBS 10. 0 0
TS £ 5.0 0 0
Electr. Survey 18.15.0

Repair Fee (if any) £ 20. 0 0
Installation of New Mach. 67 10 0
Expenses (if chargeable) £ 10. 8 0
s to New Main Engine 10.10 0

24 AUG 1954
+ LMC 6,54
(With formal endorsement)

THE 6.54 DBS 6,54 Sps 6,54
SN 4,54

003525-003532-0326

Insert Character of Ship and Machinery precisely as in the Register Book

6.

Is a Certificate required if so, to be sent to

CERTIFICATE WRITTEN

Lloyd's Register Foundation

Both L. O. service pumps
 O.F. transfer pump
 Sea circulating pump
 Aux. fresh and salt water cooling pumps
 Both feed pumps
 Both O.F. pressure pumps
 Both O.F. heaters tested
 Evaporator
 Fan engine
 Both main and 3 aux. L.O. coolers tested.
 Fresh water cooler tested.
 Aux. condenser tested and cascade tank.
 All main and auxiliary starting air receivers
 All daily service tanks and their fittings
 Steam pipes over 3" bore examined and tested.
 Valve, cocks, pipes and strainers of pumping arrangement.
 Steering gear and windlass
 Electrical installation.

For DBS:-

P+S donkey boilers examined internally and externally together with their mountings, manhole doors and their fastenings and found or placed in good order. Safety valves adjusted under the above stated pressure. O.F. burning appliances examined under working conditions, Steaming arrangement verified. Control rods checked.

Machinery Repairs The screw shaft has been renewed at Owners' instigation, lignum vitae in stern bush renewed
 (W+T) TS-marks:- Lloyd's No. 611 9.3.40 HBS.

Note:-

The existing screw shaft has been taken in lathe, examined and checked for truth, the liner machined true and the shaft placed on board as spare.
 All (3) auxiliary oil engines, cylinder covers, valves and pistons dressed bearings adjusted.
 Generator steam engine and both air compressors, bearings adjusted.
 All independent pumps and machinery thoroughly overhauled.
 Main fresh water cooler tube plates and all tubes renewed and tested.
 Sundry minor repairs effected.

Electrical Repairs:-

All cables on fore and after gangway renewed, pump room and under bridge deck space lights Generators, switchboard, cables, motors and fittings examined, Insulation resistance measured on completion of repairs and found good.

Boiler Repairs:

P. Boiler 30 and S. boiler 25 plain tubes expanded.
Note:- The waste heat connection to the starboard donkey boiler has now been removed at Owners' instigation.

Note:

Main and auxiliary machinery, including pumping arrangement, windlass and steering gear examined under working conditions on completion of repairs and left in good order.
 During erection of main engine on board No. 2 eccentric sheave fouled while turning the crank and the bedplate was damaged locally at the (inner longitudinal girder) S.S.
 The damaged material in way has been removed and the adjacent material in way examined and found good. A new cast iron filler piece made and fitted by means of "Metalock". The crankshaft eccentric strap and disc carefully examined and found good. Deflection readings taken and found good.

This repair has been discussed with the Owners' Supt. Mr. Skougland, and it is recommended as permanent without subject or endorsement of class, at this request.
 See also London letter of 1.6.54 regarding correspondence with the engine Makers.



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