

Rpt. 9

Date of writing report 1/5/62
Survey held at CALCUTTA

Received London
No. of visits 5

Port CALCUTTA
First date 13/4/62
No. 20679
Last Date 17/4/62

11 MAY '62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R. B. 10487 S.S. "ETNEFJELL" Gross tons 9832 Date of build 1950 - 8
Owners A/S Dovrefjell Name M. V. Managers / Port of Registry OSLO
Engines made Got By Eriksbergs M/V A/B Type Oil Engine 2 SA 7 Cy
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers W. P.
No. of Aux/Donkey Boilers 2 Aux B. P. 143 lb
Surveyed Afloat or in dry Dock AFLOAT
Nature of Survey REPAIRS
Was Damage Report issued? Int. Cert? YES
Last Report (For Head Office only) 3453 Kih 14 9 63 Bora

Records of Survey & Special Notations as per Register Book	
Hull	Machinery
+100 A1	+LMC
oil tanker	CS.8-59
10-61	A.2-61
ss. 8-59	CL.9-61N
	sps. 8-59

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 Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? 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 Journal & 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

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFT & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is in good order and eligible in my opinion to be retained as classed without fresh record of survey subject to No.1 Main Engine crosshead being placed in working order on the vessels arrival in a U.K. port where the vessel is now proceeding.

Date of Committee

Decision

THURSDAY 24 MAY 1962

Deferred for comp ABS
Subject.

Noted for Header

A. McCOURTS
Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

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206791

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

Boiler Securing Arrangements

Exhaust Gas Heated Economisers

Main Economisers

Steam Generators safety Valves Adjusted to

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

Forced Circulating Pumps

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

Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? 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 which are subjects of class)

Attended on board at request of the Owners Representative to witness trials after polishing No.1 main engine crosshead pins and remounting crosshead bearings.

It was stated that a new crosshead and bearing had been fitted in Karachi and the bearings had failed two days out and the passage to Calcutta had been completed with No.1 Main engine dismantled. The engine is a 2 S.A. 7 CYL. B & W.

NOW DONE

Main engines examined running without load on No.1 cylinder and crosshead bearings found running hot and white metal running after 30 minutes trials. Bearings opened out examined and whilst good uniform bearing surface was found on both bearings, the white metal was found to be running and swelling. Bearings dressed, oil supply checked and found to be satisfactory. The crosshead was hung and the connecting rod attached to crosshead, the bottom end bearing was then parted from the connecting rod and allowed to sit on the crankpin and the distance between the faces at points Fore & Aft measured. The distance between the foot of the connecting rod and the face of the top half of the bottom end

Survey fees

Repairs Rs.300/-

Sp:Att:(14,15&16/4/62) Rs.300/-

Damage fees

Expenses

Rs.130/-

Date when A/c rendered 3/5/62

t. 9a.

rt of CALCUTTA

Continuation of Report No.20679 dated 3/5/62

11 MAY 1962

on the "ETNEFJELL"

bearing was found to be greater by 1 MM of the after side, the bottom end bearing was removed and the crankpin was checked against the foot of the connecting rod and found parallel, a spare bottom end bearing was fitted, checked in the same manner and this was found parallel.

crankshaft deflection readings of No.1 crankweb showed a satisfactory reading of 0.003". No.1 Main engine assembled and engines trials carried out without load and finally with light load on No.1 cylinder and whilst an improvement was noted the crosshead bearings continued to overheat at a speed of 62 RPM.

the above repairs were carried out at Buj Buj Jetties and boretides were expected was necessary to proceed up river to Calcutta for further investigation and repair. It was stated that arrangements had been made for the vessel to proceed direct to the U.K. for special survey and alterations, it was therefore requested that the vessel be allowed to proceed on 6 cylinders to the UK and No.1 crosshead bearings be dealt with during this survey.

It is therefore recommended that the vessels class be subject to No.1 Main Engine crosshead being placed in working order on the vessels arrival in a U.K. port where the vessel is now proceeding.

C. W. Smith

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