

Report of Survey for Repairs, &c., of

(Received at London)

Date of writing Report 21st September 1944

When handed in at Local Office 14th July 1945

Port of

No. in
Reg. Book

Survey held at Bergen

Date, First Survey

27835

on the Machinery of the Wood, Iron or Steel Tugboat m/v "KNUTE NELSON"

Tonnage Gross 5749

Vessel built at Odense

By whom Odense Staalskibsværft

Net 3508

Engines made at Copenhagen

By whom Akt. Burmeister & Wain

When

Nominal 951

Boilers, when made (Main)

(Donkey)

1926

No. of Main Boilers

Owners Als. Borga

Owners' Address

(if not already recorded in Appendix to Register Book)

No. of Donkey Boilers

Managers Petter Olsen

Port

Oslo

Voyage

Steam Pressure

If Surveyed Afloat or in Dry Dock

Afloat

in Main Boilers

(State name of Dock)

in Donkey Boilers

5801

Last Report No. 3075 Port

Bergen Oslo

Particulars of Examination and Repairs (if any) Completion Donkey Boiler

In 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

Was 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?

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

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

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? 100 LB/IN²

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?

Has screw shaft now been drawn and examined?

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?

Has shaft now been changed?

If so, state reasons

Has 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?

State 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

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

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

The safety valves of the Donkey boiler have been adjusted under steam and found good and efficient.

1 copy of Cert. B.1 has been sent to the Oslo surveyors for issue to the Sjøfartskontor.

General Observations, Opinion, and Recommendation:—

It is recommended that this vessel's donkey boiler remain as now classed in the Register Book with fresh notation

D.B.S. 5,44.

Survey Fee (per Section 29)

Kr. 20.-

Fees applied for

28/9 1944

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

Kr.

Kr. 25.-

Travelling expenses (if chargeable)

Kr. 5.-

Received by me,

9/10 1944

Committee's Minute

TUES. 4 SEP 1945

Assigned

No action