Rpt. 9.

No. 10106.

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 26 JAN 1942)

Date of writing Report 21-1-42 19 When handed in at Local Office 23-1-42 19 Port of Falmouth

No. in Reg. Book. 16881 Survey held at Falmouth Date, First Survey 20-8-41 Last Survey 13-1-42 19 (No. of Visits 13)

on the Machinery of the ~~Wood, Iron or~~ Steel M.S. "KONGSGAARD"

Tonnage { Gross 9467 Net 5677

Nominal Horse Power { 1358

No. of Main Boilers –

No. of Donkey Boilers 2 (see note)

Steam Pressure— in Main Boilers –

in Donkey Boilers 171 lb

Vessel built at Malmo By whom Kockums M.V. aktiebolag When 1937 8 (Year. Month.)

Engines made at Do By whom Do When 1937

Boilers, when made (Main) – (Donkey) 1937

Owners Skibs A/S Solvang Owners' Address (if not already recorded in Appendix to Register Book.)

Managers A. Gerhard Olsen Port Stavanger Voyage

If Surveyed Afloat or in Dry Dock No 3 Dry Dock (State name of Dock.)

Last Report No. Port Docking, Damage

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned since expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 2.41		+L.M.C 8.37
		D.B.S 9.40
		T.S. 2.41 C.L
Carrying Petroleum in bulk		

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

Particulars of Examination and Repairs (if any) Part C.S. D.B.S.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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? none

" " Donkey " " " yes

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 P.S 2/12/41 Present condition of funnel(s) good

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? yes To what pressure were they afterwards adjusted under steam? 171 lbs

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

Did the Surveyor examine the drain plugs of the Main Boilers? –, and of the Donkey Boilers? yes

Did the Surveyor examine all the mountings of the Main Boilers? –, and of the Donkey Boilers? yes

Oil Engines Continuous Survey.

La Mont W.T.D.B.

Has screw shaft now been drawn and examined? no 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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft 5/32"

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? yes

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done See Form 7E

Vessel placed in dry dock. The propeller, after end of stern bush, sea cocks and valves with their fastenings examined

Main Engine No. 1 to 6 cylinders, covers, valves, pistons, rods, crossheads and bearings; No. 2 cylinder, cover, valves, piston and rod: all crank shaft pins and bearings; No. 1.2.3.6.7 crank shaft journals and bearings; scavenge pump crosshead and crank pin and forward crank journal and bearings examined and put in satisfactory condition. Turning arrangements examined AL 2/2/42

Auxiliary Machinery Port and starboard auxiliary oil engine generators; all cylinders covers, valves, valve gear, pistons, rods, top and bottom ends and crank shaft journals examined and put in satisfactory condition. No. Compressor & coolers exam'd AL 2/2/42

General Observations, Opinion, and Recommendation:—

(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 also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, ✠ L.M.C. 9,11, or ✠LMC 140 lb., F.D., &c.) CS 3,34,

The machinery of this vessel, so far as I have seen, is in safe working condition and eligible in my opinion to remain as classed and to have recorded ✠ +L.M.C, C.S. with date of completion of the survey and D.B.S 1.42. The words name to be deleted from Special Reasons list in respect of Nos 1 to 6 main engine cylinder covers.

Survey Fee (per Section 29) D.B.S. CS. £ 3 0 0 Fees applied for 23rd Jan 1942

Special Damage or Repair Fee (if any) (per Section 29) Electric Equipment £ 6 0 0 Received by me, 19

Travelling expenses (if chargeable) Licence Case £ : :

FRI. 13 FEB 1942

Committee's Minute

Assigned D.B.S. 1-42 Without Cpl Cond Dele (W.T.D.B.) - 171 ⁿ

A. D. Morrison
Engineer Surveyor to Lloyd's Register of Shipping.

Is a Certificate required? If so, to be sent to

W1197-0094 1/2

Rpt. 9a.

Port of Falmouth Continuation of Report No. 10106 dated 23-1-42 on the

M.S. "KONGSGAARD"

C.S. Continued

Two cylinder jacket cooling pumps (S.S); one cooling pump for auxiliary oil engine generator (S.S); one sanitary pump (P.S) examined and put in satisfactory condition. Main and auxiliary machinery and pumping arrangements examined under working conditions. Two oil coolers cleaned and tested.

Electric Equipment. Electrical installation examined throughout and earth mapper tested. Generators and motors examined under working conditions and found satisfactory.

Donkey Boiler Survey

Donkey boilers (2) examined internally and externally together with mountings, doors and fastenings and found in satisfactory condition. Donkey boiler safety valves adjusted under steam to 171 lbs per sq. inch. Oil fuel installation examined under working conditions; the fuel tank valves, deck control gear, oil discharge pipes between pumps and furnaces found satisfactory.

Wear & Tear Repairs

Main engine. Nos 1 & 6 cylinder covers renewed, as recommended.

No 2 Top half of bottom end bearing shell fractured, new bottom end bearing complete fitted.

Auxiliary oil engine generator

Port engine, No 3 bottom end remetalled. Crank shaft pins lapped and bearings adjusted. Piston grooves machined and new rings fitted.

Starboard engine. No 1 bottom end remetalled. Crank shaft pins lapped and bearings adjusted. Piston grooves machined and new rings fitted.

Sanitary Pump. Impeller shaft renewed, impeller machined and new bearings fitted.

No 2 main engine cylinder jacket cooling pump, impeller shaft renewed (P.S)

Sea connections & boiler mountings overhauled and put in order.

Electric installation generally overhauled; windings cleaned and varnished.

Damage stated to have been caused through the vessel being in collision with the steamer "TREWORLAS" on the 17th June 1941

Condenser overboard discharge pipe renewed. Port side all valves on ship's side in way of damaged shell plating removed, opened up, examined and refitted.

S.R.L. Nos 1 & 6 main engine cylinder covers dealt with at this time

NOTE The "La Mont" boiler has been removed and it is stated it is not likely to be refitted.

A. D. Morris

W1197-0094 2/2

No 1 due 24 Cleared
SSL held.
La Mont Boiler taken ashore
No 1 & aq. copies renewed

DH 1.42
without special condition
DH
11/3/42

F.M.B. Delete
DB (WT)
17th