

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

(Received at London Office)

10 JAN 1929

Date of writing Report 31/12 1928. When handed in at Local Office 19 Port of Copenhagen.

No. in Reg. Book 92048 Survey held at Copenhagen. Date, First Survey 5/12 Last Survey 22/12 1928
 on the Machinery of the Wood, Iron or Steel Twin S. Motor Vessel "JIR KARL KNUDSEN" (No. of Visits 5)

Tonnage { Gross 7747.17 Vessel built at Nakskov. By whom M Nakskov Skibsverft. When 1918
 Net 4581.48 Engines made at Cpt. By whom M Piumisch & Wain. When 1918
 Nominal Horse Power 624 Boilers, when made (Main) (Donkey) 1918.
 No. of Main Boilers ✓ Owners A. F. Klavenss. & Co. 91. Owners' Address (if not already recorded in Appendix to Register Book).
 No. of Donkey Boilers 3 Managers ✓ Port Oslo. Voyage ✓
 Steam Pressure in Main Boilers 185 lb. If Surveyed Afloat or in Dry Dock On platform. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 150 lb. (State name of Dock.) No. 11.

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially 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? Service offered, not required.

Was a damage report made by anyone else? If so, by whom? Underwriters.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

Do. " Donkey " " " " " ✓

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? ✓

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? ✓

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

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? yes. Is it fitted with continuous liner? yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? No 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 the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? just clearance.

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

DAMAGE.

The vessel grounded at Alhisen (near Nakskov Fjord) on the 4th December 1928.

Now done: The accommodations with their fastenings examined and found good.

The propeller shafts drawn in, examined and found good. The stern tubes, stern trunks, lignum vite etc found good. The propellers found good and again fitted on. The centerline of the shafting examined and found good.

The strainers for the cooling water pumps, the water spaces of the lubricating oil cooler and auxiliary condenser checked, the condenser tested and found good. The ballast pump examined and found good.

The engines tried under working conditions and found to work satisfactorily.

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, E.&M.S. 9,11, or X L.M.C. 9,11, 140 lb., F.D., &c.)

Regarding the recommendation I beg to refer to the First Entry Report.

Survey Fee (per Section 28).....	£	100.00	Fees applied for	8.1.19 29
Special Damage or Repair Fee (if any) (per Section 28.).....	£	2.75	Received by me,	13.3.19 29
Travelling Expenses (if chargeable).....	£			

Committee's Minute THE 15 JAN 1929

Assigned See Report attached

Lloyd's Register of Shipping

Engineer Surveyor to Lloyd's Register of Shipping.

FRI 22 FEB 1929

Lloyd's Register Foundation

w1342-0052

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to