

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

(Received at London Office

26 MAY 1933

Writing Report 24th May 1933 When handed in at Local Office 24th May 1933 Port of Göteborg

Survey held at Göteborg Date, First Survey 7th Jan 1933 Last Survey 24th May 1933
on the Machinery of the Wood, Iron or Steel Twin Sc. Motor Vessel "KAAPAREN" ex "LARVIKSFJORD" (No. of Visits 46)

Gross 3385.68 Net 1878.80 Vessel built at Göteborg By whom ABT. Götaverken When 1930
Engines made at Göteborg By whom ABT. Götaverken When 1930
Boilers, when made (Main) Donkey When 1930
Owners Anderiaskiev. Transatlantia Owners' Address Port Göteborg Voyage
Managers G. Carlsson (if not already recorded in Appendix to Register Book.)
If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Götaverken

Report No. _____ Port _____
Particulars of Examination and Repairs (if any) Change of ownership
Damage & Contemplated

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and any detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case. H. 241132
cases where the Surveyor has not made a special damage report he is required to state whether he has performed his services for this purpose, and why they were declined ✓
special damage report made by anyone else? If so, by whom? ✓

personally go inside each Main Boiler separately and make a thorough examination at this time? ✓
" Donkey " " " " ✓
name, state for what reasons? ✓
the Boilers could not be thus thoroughly examined? ✓
means, in the absence of internal examination, were adopted by the Surveyor to ensure the thorough efficiency of those parts of each Boiler? ✓
of internal examination of each boiler? ✓
examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boilers? ✓
examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓
examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓
how 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? No
has been changed? Yes. If so, state reasons See under repairs.
has been fitted previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No
rotation of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. 253 mm
complete, state what arrangements have been made for its completion and what remains to be done. Complete.

The main engines and the auxiliaries examined throughout, viz: all cylinders, pistons, covers, valves, valve rods, gudgeon pins, connecting rods, reversing gears, pumps, plates, and the crank, thrust and intermediate shafting, propellers, stern bush, sea connections and their fastenings examined.
The cylinders, pistons, covers, valves, gudgeon pins, connecting rods with top & bottom end brasses and crank pin with brasses of all compressors examined.
The starting and injection air receivers examined internally and tested by hydraulic pressure as per Rule P.T.O.

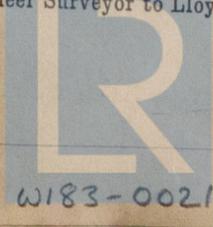
Observations, Opinion, and Recommendation:— The machinery of this vessel requires what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book consequent upon this survey, and also what alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, E.S. 9,11, B.&M.S. 9,11, or L.M.C. 9,11, &c., F.D., &c.)
is in our opinion to be classed in the Register Book L.M.C. and to have notation of "Tail Shafts New" 5.33 and record L.M.C. 5.33.

Section 29) amended 29/5 Fee applied for 692.50 29th May 1933
of Repair Fee (if any) £ : :
name (if chargeable) £ : :
Received by me, V. Paulou & Bernelius 31.5.1933
Engineer Surveyor to Lloyd's Register of Shipping.

Surveyor's Minute L.M.C. 5.33
S(u) 15.33 CL. CERTIFICATE WRITTEN.
TUE. 30 MAY 1933
Lloyd's Register Foundation

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

As a Certificate required by 11 so, to be sent to: Mr. Surveyors Office, Göteborg



Lloyd's Register Foundation

W183-0021

"Kaaparen" ex "Larviksfjord"

The intermediate shafts skimmed in lathe in way of bearings.

All piston rings and springs renewed.

Electric.

The electric generator rewound.

All the remaining of the electric installation renewed.

Alteration

An additional 3 cylinder auxiliary engine, manufactured by Thorsen & Götavarken, with generator installed.

A new emergency compressor driven by a hot-bulb air engine has been fitted.

Two refrigerating CO₂ compressors and machinery for the installation fitted.

Piping and fittings for the new machinery arranged.

E. Petrelius

The daily fuel oil tanks with fittings and connections examined.

All pumps and the pipes, cocks, valves and strainers of the pumping arrangement examined.

The manœuvring of the engines tested under working conditions.

The electric installation examined and tested.

Repairs effected.

The whole machinery taken to shop, overhauled and except parts renewed as below refitted.

All cylinder covers, air receivers, fuel oil tanks and the starting and injection air piping tested by water pressure.

Both propeller shafts taken to shop; the rubber ring at the propeller had not been tight and both shafts were corroded and the port shaft cracked at after end of the continuous liner. The starboard shaft was skimmed smooth in lathe and placed as spare and the spare shaft fitted in stead. The port shaft was renewed.

Port main engine

The forward half of the bedplate which was cracked on the inner side repaired by means of 25 mm thick steel plates bolted to the bedplate.

No. 2 cylinder frame renewed.

Nos. 1, 2, 3 & 4 cylinder covers renewed.

The valve gear shaft and bearings for same renewed.

The intermediate shafts skimmed in lathe in way of bearings.

All piston rings and springs renewed.

Starboard main engine.

The bedplates renewed.

No. 1 cylinder frame renewed.

The valve gear casing renewed.

Nos. 1 & 3 cylinder covers renewed.

The valve gear shaft with bearings renewed.

The frames for the turning gear renewed.

Continued.