

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

No. 9337.

26 MAY 1933

(Received at London Office)

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

Survey held at Göteborg Date, First Survey 24th May 1933 Last Survey 24th May 1933

on the Machinery of the Wood, Iron or Steel Twin Sc. Motor Vessel "KAAPAREN" ex "LARVIK FJORD" (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 Owners Admiraliet, Transatlantisk Owners' Address Port Göteborg Voyage Port Göteborg

Managers G. Carlsson If Surveyed Afloat or in Dry Dock (State name of Dock.) Both

Report No. Port 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. Class contemplated.

Surveys, when held, must be reported in detail and serially 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 repairs 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. 24.11.32

cases where the Surveyor has not made a special damage report he is required to state whether he has services for this purpose, and why they were declined ✓

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 " " " ✓

me, state for what reasons? ✓

the Boilers could not be thus thoroughly examined? ✓

means, in the absence of internal examination, were adopted by the ✓

are himself of 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

on changed? Yes If so, state reasons See under repairs.

fitted been 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

ation 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

only 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

alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, E.S. 9,11, E.&M.S. 9,11, or E.L.M.C. 9,11,

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.

amended 692.50

Section 29) Dr. 29/5 Fee applied for 29th May 1933

of Repair Fee (if any) £ Received by me, 31.5.1933

name (if chargeable) £ TUE. 30 MAY 1933

ee's Minute 5.33

5.33 CL CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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 steelplates 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 frame for the turning gear renewed.

Continued.

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 & Sönderholm, with generator installed.

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

Two refrigerating CO₂ compressors and machinery for the installation fitted.

Piping and fittings for the new machinery arranged.

E. Petzelius