

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

(Received at London Office)

MAR 11 1940

Date of writing Report 7th. March 1940

When handed in at Local Office 7th. March 1940

Port of Bergen

Survey held at Bergen

Date, First Survey 4th. March Last Survey 6th. March 1940

(No. of Visits 3.)

on the Machinery of the Wood, Iron or Steel Twin Sc. M/V "ELI KNUDSEN"

Year. Month.

Gross 9026
Net 5191

Vessel built at Glasgow

By whom Blythwood S. B. Co. Ltd.

When 1925-11

Engines made at Greenock

By whom J. G. Sinclair & Co. Ltd.

When 1925

Boilers, when made (Main)

(Donkey)

1925

Owners M/s. Jeanette Skinner

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Hangerud. Voyage U.S.A.

Managers Knud Knutsen O.A.S.

If Surveyed Afloat or in Dry Dock In floating dock.

(State name of Dock.)

M/s. Bergen. Flytedok.

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
expired
now
expired.

Machinery and Boiler
Surveys
(including date of N.B., if any).

100 A.1.

L.M.C. 7.38.

Carrying Petroleum in bulk,
8.39.

D.B.S. 9.39.

C.L. 7.38.

S.S. 60. No. 3-7.38.

OIL ENGINE.

Report No. 2798. Port Bergen.

Particulars of Examination and Repairs (if any) Screwshafts.

Special Surveys, when held, must be reported in detail and variation in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the cause of which must be stated should be separated from repairs due to other causes; and being 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.

Where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined.

Has a damage report been made by anyone else? If so, by whom? Underwriters' Surveyors

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

Donkey " " " "

Is not done, state for what reasons?

Parts of the Boilers could not be thus thoroughly examined?

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?

Latest date of internal examination of each boiler

Present condition of funnel(s)

Has the Surveyor examined the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Has the Surveyor examined all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has the 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? No.

Has the screw shaft now been changed? No If so, state reasons

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the screw shaft now been fitted with a continuous liner? Yes

Examination of Screw Shaft Port 4/3 Starboard 5/3. State the distances between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Port 3/16. Starboard 1/8 +

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

Is electric light and/or power fitted? Yes

Has the Surveyor examined the generators, motors, switchgear, cables and fuses?

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

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

Reported both propellers were damaged in the ice on the 29th. February 1940 on voyage Fredrikstad

Placed in floating dock and both screwshafts drawn in and examined

Internal and outside fastenings examined.

Propellers found badly damaged and 2 spare cast iron propellers have now been fitted.

Observations, Opinion, and Recommendation:—

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.D.M.S. 9.11, * L.M.C. 9.11, or M.C. 140 lb., F.D., &c.)

Recommended that this vessel's machinery remain as now classed in the Register Book with notation screwshafts seen 3.40.

Fee (per Section 29)

£ : :

Fees applied for

7th. March 1940

Damage or Repair Fee (if any)

kr. 60.-

kr. 88.-

Expenses (if chargeable)

kr. 8.-

Received by me,

Attendance fee

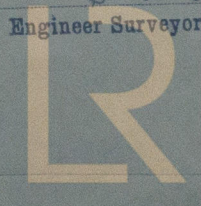
kr. 20.-

19

Committee's Minute

FRI 15 MAR 1940

S. A. Ride is
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W385-0036