

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

No. in Book Survey held at Bergen Date, First Survey 4th. March Last Survey 6th. March 1940 (No. of Visits 3)

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

Age } Gross 9026 Vessel built at Glasgow By whom Blythwood S. B. Co. Ltd. When 1925-11
 Net 5191 Engines made at Greenock By whom J. G. Hincaid & Co. Ltd. When 1925
 Original Power 709 Boilers, when made (Main) (Donkey) 1925
 Main Boilers Owners Ms. Jeanette Skinner Owners' Address Port Hangerud, Voyage U.S.A.
 Donkey Boilers 2 Managers Umut Knutsen O.A.S.
 Pressure Main Boilers
 Donkey Boilers 150 lb./sq. in. If Surveyed Afloat or in Dry Dock In floating dock. (State name of Dock.) Ms. 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 or now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1.</u>		<u>L.M.C. 7.38.</u>
<u>Carrying Petroleum in bulk, 8,39.</u>		<u>D.B.S. 9.39.</u>
<u>s.s. Lot. No. 3-7,38.</u>		<u>C.L. 7,38.</u>

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 verbatim in the terms of the Rules. State clearly the nature and extent 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 details of damage being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

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

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

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

Has the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Where a special damage report has not been made, state for what reasons?

Where parts of the Boilers could not be thus thoroughly examined?

Where special means, in the absence of internal examination, were adopted by the Surveyor or to assure himself of the thorough efficiency of those parts of each Boiler?

What is the date of internal examination of each boiler?

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

Has the Surveyor examine the Safety Valves of Donkey Boiler?

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

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

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

Has the 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 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?

Has the 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 Starboard 3/16

Where parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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

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

Where insulation is not complete, state what arrangements have been made for its completion and what remains to be done Complete

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

Where placed in floating dock and both screwshafts drawn in and examined

Where valves and outside fastenings examined.

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

Observations, Opinion, and Recommendation:—

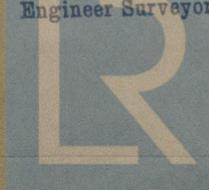
Where early what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also where any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, * L.M.C. 9,11, or M.C. 140 lb., F.D., &c.)

Where recommended that his vessel's machinery remain as now classed in the Register Book with notation screwshafts seen 3,40.

Fee (per Section 29)	£	s	d	Fees applied for
Damage or Repair Fee (if any) (per Section 29.)	Kr. 60.-			7th. March 1940
Printing expenses (if chargeable)	Kr. 8.-			Kr. 88.-
Attendance fee	Kr. 20.-			Received by me,
				19

FRI 15 MAR 1940

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



Lloyd's Register of Shipping
W 385-0036

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