

20 MAR 1950

Chief Surveyors

Received from Chief Surveyors

L'S NAME M.V. HAUKEFJELL

REPORT Kiel

113  
No. 125A

For the CHIEF SHIP SURVEYOR and CHIEF ENGINEER SURVEYOR.

In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—(Extract from Sub-Committee's Report, 24/5/92.)

f Survey Re-engineing

When due

This tanker, built 1941 was originally fitted with steam propelling machinery and has now been re-engined with a 300 BHP heavy oil engine removed from the former Norwegian passenger ship T.M.V. "Vega" (cloned Norske Veritas). The auxiliary machinery consists of part of the original steam installation of the SS Haukefjell and of new auxiliary oil engines built under survey. Two of the original main boilers, with superheaters removed, have been retained as donkey boilers.

Particulars and plans of the oil engine installation have been examined and found acceptable for class. The torsional vibration characteristics of the propelling machinery and of the auxiliary generating sets have been examined and found in order without limitation on the speed range.

The main and auxiliary machinery and electrical installation have been completely surveyed during the conversion at Kiel between 6/49 and 11/49 and are reported to be in good condition and in accordance with the approved plans.

It is submitted that the machinery of this ship is eligible for British Corporation class with the notation MBS and that the following records be entered in the Register Book:-

MBS 9/49  
TS 7/49 C.L.  
D.B. 5 8/49

oil engines 2 SC SA  
10 cy 25.6-47.2 5300 BHP  
2 DB 220 lb.

NE made 38 refitted 49

Cantieri Riuniti Dell'Adriatico - Trieste

It is further submitted that Messrs Olsen & Ugelstad be informed in answer to their letter of 9<sup>th</sup> Feb. that where an old engine is removed from one ship and refitted in another ship such an engine is considered for class on its condition etc. as found at the time of refitting and if accepted for class will be recorded in the Register Book with its date of build and date of refitting. The effective age of an engine in terms of running hours is not a matter with which the Society is directly

002442-002448-0228



Lloyd's Register Foundation