

23 MAR 1960

Rpt. 9

Date of writing report 21/3-60.
Survey held at Haugesund.

Received London
No. of visits 2.

Port Bergen.
First date 26/2/60 Last date 8/3/60

No. 4710.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 01743 Name M.V. "ANNA KNUDSEN". Gross tons 9057 Date of build 12-1931
Owners D/S A/S Jeanette Skinner Managers Knut Knutsen O.A.S. Port of Registry Haugesund.
Engines made 1931 By A/B Gøtaverken, Gothenburg. Type B & W.

No. of Main Engines 2 No. of Screws 2
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 2 W.P. 150 lb.
Surveyed Afloat or in Dry Dock afloat
Nature of Survey Part DBS
Was Damage Report issued? - Int. Cert.? No.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+ 100 AI oil tanker	+ LMC
SS(Dr) 10/55	ES 10/55
DS 11/58	MES 5/57
	DBS 11/58
	TS(CL) p&s 4/56 SPS 10/55

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

Now Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

- MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides { Side Centre
- 4 Crankpins & Bearings { Side Centre
- 5 Journals & Bearings
- MAIN ENGINE DRIVEN AIR COMPRESSORS
- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices
- MAIN ENGINE DRIVEN SCAVENGE PUMPS
- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers
- 16 SCAVENGE BLOWERS
- 17 SUPERCHARGERS
- MAIN TURBINES
- 18 Casings, Rotors, Blading, Bearings & Thrusts
- 19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
- 20 STEAM COMPRESSORS
- 21 CLUTCHES & HYDRAULIC COUPLINGS
- 22 REDUCTION GEARING
- 23 THRUST BLOCKS, SHAFTS & BEARINGS
- 24 INTERMEDIATE SHAFTS & BEARINGS
- 25 HOLDING DOWN BOLTS & CHOCKS
- 26 CONDENSERS (MAIN & AUX.)
- 27 STEAM RE-HEATERS
- 28 DE-SUPERHEATERS
- 29 STOP & MANOEUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS
- 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS Unclassed ship

Have Main Engines been tested working and manoeuvring?

Date of Committee THURSDAY 2 APR 1960
Decision Noted

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K. Olsen L.O. Nordaas
Engineer Surveyor to Lloyd's Register of Shipping
Lloyd's Register Foundation
002471-002476-0020

If certificate is required state where to be sent.

- 32 Essential Independent Pumps (Identify by position)
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices
- 39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....
- 41 Oil Fuel Tanks (Not forming part of hull structure).....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

ELECTRICAL EQUIPMENT			
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors.....
b Exciters.....			m Motors.....
c Air Coolers.....			n Switchboards & Fittings.....
d Motors.....			o Circuit Breakers.....
e Air Coolers.....			p Cables.....
f Control Gear, Cables, etc.....			q Insulation Resistance.....
g Insulation Resistance.....			r Steering Gear Generators and Motors.....
h Insulating Oil Test.....			s Navigation Light Indicators.....
i Overspeed Governors.....			
j Magnetic Couplings.....			
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN..... ~~AUXILIARY~~ DONKEY ~~or PRES~~ Port 26/2/60 - good.

Superheaters..... none

Safety Valves..... -

Mountings, Doors & Fastenings..... good.

Safety Valves Adjusted to { Sat..... not adjusted.
Spt.....

Boiler Securing Arrangements..... good.

Main Economisers..... - Exhaust Gas Heated Economisers..... -

Steam Heated Steam Generators..... - Steam Generator Safety Valves Adjusted to..... -

Were Oil Burning System & Remote Controls examined working in accordance with Rules? No. Forced Circulating Pumps..... -

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? -none Funnel..... -

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main..... Auxiliary (over 3 in. bore)..... -

Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?..... -

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Now done: All three generator engine sets with electric cables and part of switchboard now removed for fitting on board the M/S "SAMUEL BAKKE". Also one electric driven air compressor one main cool. w. pump and two aux. air receivers removed for same.

The port donkey boiler examined externally and internally and found good. The boiler was not examined under steam as it was later stated that steam was not required.

Certificate for part examination for voyage in tow as unclassed ship issued, copy attached to Rpt. 8.

Some auxiliaries removed and 2 boilers examined.

W.P.
17/2
26/4/60

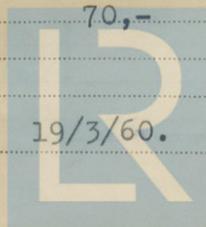
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Survey fees ... Kr. 150,-

Damage fee ... 70,-

Expenses... 70,-

Date when A/c rendered... 19/3/60.



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