

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

15 JAN 1951

Date of writing Report 10th January 1951. When handed in at Local Office 10th January 1951. Port of Gothenburg

No in Reg. Book. Survey held at Gothenburg Date. First Survey 28th November Last Survey 27th December 1950. (No. of Visits 21)

51410 on the Machinery of the ~~XXXXXXXXXX~~ Steel Twin Screw Motor Tanker "A N N A K N U D S E N"

Tonnage Gross 9057 Vessel built at Gothenburg By whom A-B. Götaverken When 1931 - 12
 Net 5389 Engines made at Gothenburg By whom A-B. Götaverken When 1931 - 12
 Nominal Horse Power 709 Boilers, when made (Main) (Donkey) 1931 - 12
 Owners D/S A/S Jeanette Skinner Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Knut Knutsen O.A.S. Port Haugesund Voyage
 No. of Main Boilers 0 If Surveyed Afloat or in Dry Dock Both
 No. of Donkey Boilers 2 (State name of Dock.) A-B. Götaverken
 Steam Pressure in Main Boilers
 in Donkey Boilers 150 lb

Last Report No. Port

Particulars of Examination and Repairs (if any) Damage Docking, Completion LMC(M), DBS and Alterations.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

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

Was a damage report made by anyone else? If so, by whom? None made

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

If not, state for what reasons? What parts of the Boilers could not be thus thoroughly examined?

What 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?

State latest date of internal examination of each boiler Both 8th December, 1950

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes

To what pressure were they afterwards adjusted under steam? 150 lbs/sq. inch

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

and of the Donkey Boilers? Yes

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

and of the Donkey Boilers? None fitted

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

and of the Donkey Boilers? Yes

Has the screw shaft now been drawn and examined? No

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the stern bush

P: 1.8 mm.

S: 2.0 mm.

Is electric light and power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Partly

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

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

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

DAMAGE to the port propeller stated to have been caused by grounding on a voyage from Fowley to Mena Al Amadi on the 22nd September - 16th October, 1950.

Now done:

The propellers, the sea connections and their fastenings examined.

Nos. 1 and 4 cylinders, covers with valves and valve gears, pistons, piston rods, crossheads, guides, connecting rods and their top-end brasses of the starboard main engine examined.

Nos. 1 and 6 crank pins and bottom end brasses of both main engines examined.

Nos. 7 and 8 port, and Nos. 5 and 6 starboard crank shaft journals and main bearings of the main engines examined.

Port and starboard intermediate shafts with bearings examined.

Both main starting air receivers examined internally with mountings.

The bilge- and sanitary pump examined.

General Observations, Opinion, and Recommendation.—

(State 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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

CS 3,34

The machinery of this vessel, as far as now seen, is in good condition and eligible, in my opinion, to remain as classed with fresh record of LMC(M) 6,50, as previously recommended, and DBS 12,50.

Survey Fee (per Section 29) Compl. LMC(M) Kr. 300:00

Donkey Boiler Survey

Kr. 140:00

Alteration Survey Fee

Kr. 250:00

Fees applied for 10/1 1951.

Received by me, 19.

Committee's Minute

Assigned

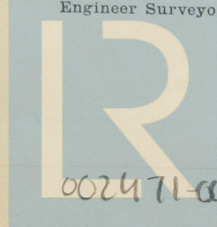
VEGIAN

THURS 8 MAR 1951

+ LMC (M) 6,50
DBS 12,50

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

Rpt. 9a.

Port of

Gothenburg.

Continuation of Report No. 17955

dated 10th January, 1951,

on the

machinery of the motor tanker "Anna Knudsen", of Haugesund, No.51410 in the Register Book.

The condenser circulating pump examined.

The main lubricating oil cooler examined and tested to 4 kg/cm².

Remaining pumps examined as far as practicable.

The daily service tanks examined externally with all connections and found in order.

Parts of the electric installation examined and megger tested. Maximum load and reversed current trips of the generators adjusted.

Both donkey boilers examined internally and externally with safety valves and mountings and the safety valves adjusted under steam to 150 lbs. per square inch.

The oil burning- and steam smothering installations examined under working conditions.

Alteration 1:

One new 2-stage electrically driven manoeuvring air compressor, manufactured by A-B. Götaverken, fitted. Certificate attached.

The auxiliary engine cooling water pump removed and a new pump á 20 tons/hour with electric motor fitted.

All 3 auxiliary engines and 1 generator removed.

3 new auxiliary engines, 1 of 200 BHP and 2 of 100 BHP each, manufactured by A-B. Götaverken, having Nos. 2037 and 2349/50, have been securely fitted on board.

The generator connected to engine No. 2037 has been previously fitted in the m.s. "Martin Bakke", and generators connected to engines Nos. 2349/50 are the same as those previously used on board.

These auxiliary engines have been built under special survey as per Gothenburg first entry report No.17956 attached.

The generators found marked:

Engine No. 2037: Thomas B. Thrige No.226787, 133 KW., 605 A., 320 r/m, 220 V.

Engines Nos. 2349/50: ASEA Nos.507003 and 538151, 66 KW., 300 A., 400 r/m, 220 V.

Certificate for the compressor motor ~~and auxiliary engine cooling water pump motor~~ will be forwarded as soon as received from the Makers.

An Echo Sounding Device has been securely fitted on board and it is therefore recommended that an insertion regarding this item be made in the Register Book.

Alteration 2:

Circular No. 1927:

Overflow pipes from the daily service tanks have now been led through a common pipe to the port double bottom tank, and the pipe has been provided with non-return valve and sight-glass.

Air- and sounding pipes found or placed in order.

Remote controls for valves of the daily service tanks placed in order.

The fire extinguishing arrangements examined and found in good condition.

Repairs effected due to damage:

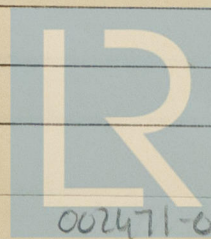
One blade of the port propeller found cut in way of the tip.

The propeller taken to shop, and a new top welded on it.

Repairs effected due to wear and tear:

Electrically driven bilge- and sanitary pump:

The pump casing renewed (worn).



© 2020

(Continued)

Lloyd's Register
Foundation

002471-002476-0030

Rpt. 9a.

Port of

Gothenburg.

Continuation of Report No. 17955

dated 10th January, 1951,

on the

machinery of the motor tanker "Anna Knudsen", of Haugesund, No.51410 in the Register Book.

Condenser circulating pump:

The crank shaft of the prime mover renewed and marked: LLOYD'S No.1182 OS 13.12.50.

(cracked in web).

Cylinder re-bored, and piston and slide valve renewed (worn).

The impeller shaft renewed (worn).

Donkey boilers:

The seatings of the main stop valve and the auxiliary stop valve of the port donkey boiler renewed (loose).

The inside feed pipe of the port donkey boiler renewed (cracked and worn).

5 plain tubes in the starboard donkey boiler renewed (rolled out).

Electric installation:

All 3 generators overhauled in shop.

The installation partly overhauled and new cables fitted where found necessary.

Cables to generators	3 x 150 mm ² .	(605 A.), Rubber, Lead covered & armoured.
Cables to generators	2 á 2 x 95 mm ² .	(300 A.), Rubber, Lead covered & armoured.
Cables to new manoeuvring air compressor	1 x 120 mm ² .	(151 A.), " - " -
Cables to new aux.eng. cooling water pump	1 x 6 mm ² .	(10.6 A.), " - " -
Windlass:	1 x 70 mm ² .	" - " -
Lighting amidship	1 x 35 mm ² .	" - " -
Heating amidship	1 x 35 mm ² .	" - " -
Heating forecastle	1 x 35 mm ² .	" - " -
Lighting forecastle	1 x 16 mm ² .	" - " -
Navigation lights	1 x 6 mm ² .	" - " -

All new cables for generators and motors led above the flooring.

Note:

The LMC(M) survey was commenced in Antwerp in June, 1950.

Van Dantzig