

Rpt. 9

Date of writing report 27/9/61. Received London 28 SEP 1961 Port of Bergen. No. 4873.
Survey held at Bergen. No. of visits 12. First date 31/8/61. Last date 24/9/61.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 18069. Name M.V. "KIRSTEN SKOU". Gross tons 4.153. Date of build 1953-1.
Owners Ove Skou Rederi A/S. Managers Ove Skou. Port of Registry Copenhagen.
Engines made 1953. By Helsingør Skibs & Msk., Helsingør. Type B & W.
No. of Main Engines 1 No. of Screws 1
Records of Survey & Special Notations as per Register Book

No. of Main Boilers -	W.P. WT 100 lb:	Hull	Machinery
No. of Aux./Donkey Boilers 2	W.P. AB 185 lb:	+ 100 AI	+ LMC
Surveyed Afloat or in Dry Dock afloat.		MIs- oil FP above 150°F.	CS 8/59
Nature of Survey Dam.repairs-CS& Compl.ABS.		or vegetable oil.	ABS 8/59
Was Damage Report issued? No. Int. Cert.? Yes.			NA(WT) 8/59
Last Report (For Head Office only)		SS 8/59	TS(CL) 8/59
		DS 6/61.	

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.

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

1 Cyls., Covers, Pistons & Rods All - good.

2 Valves & Gears All - good.

3 Connecting Rods, Side Top Ends & Guides

Centre All - good.

4 Crankpins & Bearings Side

Centre All - good.

5 Journals & Bearings All - good.

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 Good.

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 Good.

24 INTERMEDIATE SHAFTS & BEARINGS The aftermost - good.

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

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this ship so far as now seen is in our opinion eligible to remain as classed with fresh record of ABS, with date recommended and CS with date on completion.

Date of Committee TUESDAY - 7 NOV 1961
Decision As now ABS 6.61.
50m,4.59 T. (MADE AND PRINTED IN ENGLAND)
For K.Olsen & self. I.O.Nordaas.
Engineer Surveyor to Lloyd's Register of Shipping
Foundation

003147-003153-0247

32 Essential Independent Pumps (Identify by position) Main lubr. oil pumps, aftermost salt water cooling pump, forward feed pump.

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 Good. 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices Outboard - good.

39 Air Receivers & Safety devices—Main

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure) Diesel oil settling tanks - good.

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) Forward inboard (No.2) - good.

ELECTRICAL EQUIPMENT

PROPULSION

PORT

STARBOARD

AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors Forward inboard - good.

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

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

MAIN

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Oil fired boiler - 100 lb/sq.in.

Boiler Securing Arrangements

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? Good.

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

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)

Damage stated to have been sustained to ME journals, top ends, bottom ends etc. through contamination of lubricating oil by sea water due to leakage in tanktop.

Now done: ME completely opened out, pistons, rods and crossheads transported to shop.

Crosshead pins ground & bearings retalled. Pistons opened, cleaned and tested. Crankpins and journals lapped and bearings dressed and adjusted.

Thrust opened and bearings and pads dressed. Lubr. oil pumps opened and overhauled. Lubr. oil cooler, opened, cleaned & tested. Crankcase and oil

sump cleaned and lubr. oil renewed. No.1 main bearing retalled (metal cracked).

Lubr. oil tanks cleaned, doubled in way of pipe connections after end and tested.

Also a great number of minor overhaul repairs effected.

ME No.4 cylinder liner renewed (worn).

LEAVE THIS SPACE BLANK

Survey fees ... Kr. 230,-

Damage fee ... " 1020,-

Expenses... ... " 50,-

Sunday Att. Fee ... " 100,-

Date when A/c rendered 26/9/61.

© 2020

Lloyd's Register
Foundation