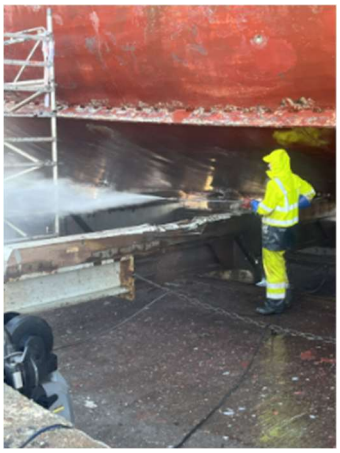
1768 | Lofoten Ferry 1

Setup Tues. 26 Aug

- **1769 Slipsetting**

- **1770 Flushing**

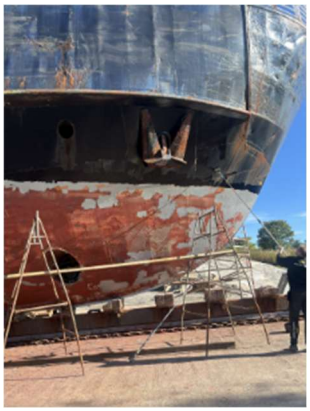
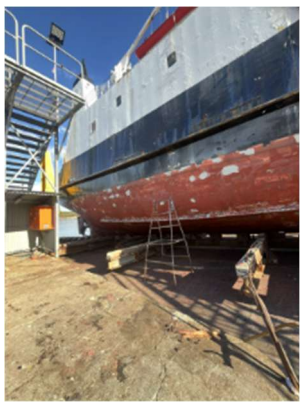
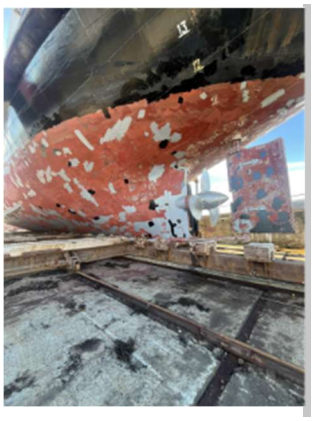


- **3 sea crates on STB and 1 on BB were opened, cleaned and delayed. Pipe pipes were lubricated inside up to valves.**

- **1771 Base plaster**

Scraping next.

Primer and adhesive coat before antifouling.

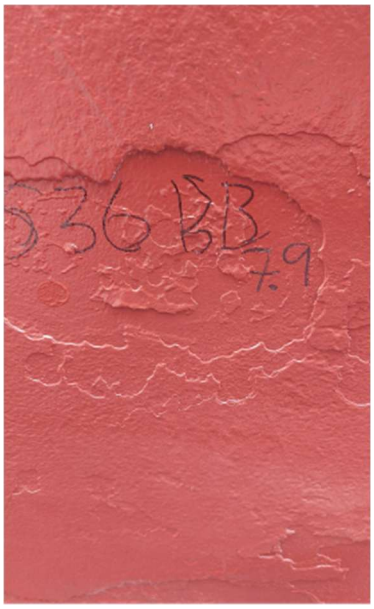




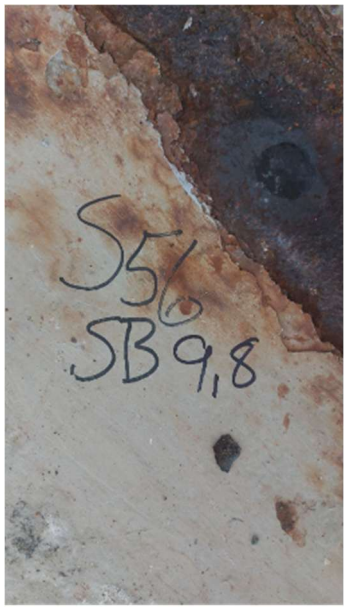
- **1772 Thickness measurement**

- At the request of the shipowner, we took thickness measurements on hulls below the waterline, on hulls, ship sides and the oldest areas car decks. (There was a lot of news).

- **Sanding had to be carried out where there was no compact surface. This is for good penetration with 2-signal ultrasound.**

- **No undersized dimensions were discovered on the hull and deck area. All measurements are documented, some examples here.**

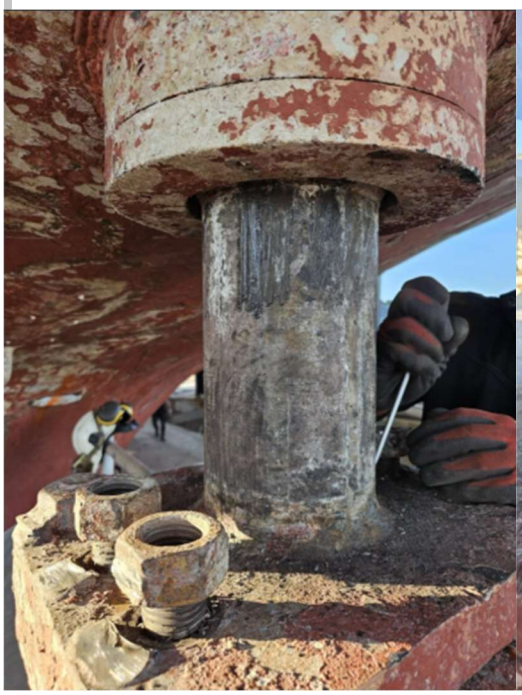




- **1773 Roraksel**

- Installed scaffolding for access to pipes and propeller shaft. Tensioned up jack hoist and straps for measuring slack. Mounted measuring clocks for accurate measurement.
- Measured slack in lower and upper bearings transverse and longitudinal
- Had to dismantle the air conditioner on the rudder to access the rudder shaft. Also had to dismantle nuts on main bolts, to be able to disassemble the calipers.
- Reassembled the collision clave
- Grinding down old welds on nuts
- Mounted nuts, and made new lock pieces.
- Welded locking bit against tube shaft flange

- Welded nut to lock bit
- Point nuts for collision valve
- Had on primer where it had been welded



- **1774 Propellaksling**

- Dismantled shield over shaft seal on the outside for access.
- Mounted measuring clocks for measuring up and down, jacked the axle upwards and got vertical clearance of 0.34mm.
- Then mounted a meter for measuring horizontal clearance, jacked both ways and got a horizontal clearance of 0.11mm
- Ovality in outer bearing is 0.23mm
- It was decided that we should pull the shaft out about 10cm to measure wear on the contact surfaces for simmering rings in the sleeve.
- Saw through manuals
- Dismantled ladder, and floor plates over flange and propeller shaft for easy access.
- Disassembled Propeller Shaft Cover
- So that flanges were held together by fit bolts, marked bolts and holes so that each bolt ends up in the right place.
- Loosened nut and pulled bolts out using lifting eye and jack hoist
- Pulled out the propeller shaft about 12cm so that we could see both simmering tracks. Cleaned the contact surface for fouling and coating. Then measured wear traces.
- Axle diameter 218mm, outer simmer groove - 217.54mm, inner simmer groove - 217.48mm
- Cleaned oil spills and pulled shaft back into the correct position.
- Assembled axle flange and sealing sleeve. Then mounted over floor plates. A lot of the sleeve oil flowed out, oil ordered and refilled before release.
- Mounted shields over propeller shaft and pressed new grease in propeller head.
- Filled up the tank with new sleeve oil and followed instructions from the manual. Pressurized system as described in manual, but overflow valve did not work as normal and resulted in the inner shaft sleeve loosening and the oil flowing out again. Thus mounted the sleeve back to the correct position and filled

up. Thus could not use the hand pump to push up, but rather drop pressure from the tank.

- No leaks on the outside were observed.

- **1792 Propeller**

- **In numerical order**
- **Downward**

Best regards

Ole Bull
Operations Manager

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