

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

13 FEB 1930

Date of writing Report *9th Feb. 1930* When handed in at Local OfficePort of *Krmin*No. in Survey held at *Krminhaven*Date, First Survey *4th Jan.* Last Survey *4th Feb. 1930*on the Machinery of the *Wood, Iron or Steel* *SK. K. "SKULIFÖGETI"*

(No. of Visits)

Gross *348*  
Net *142*Vessel built at *Kewerby*By whom *Boots, Skt. & Gunnar, Ltd.*When *1920 - 4th Nov*Nominal Horse Power *92*Engines made at *Krmin*By whom *L. B. Holmstr. & Co. Ltd.*When *1920*No. of Main Boilers *1*Boilers, when made (Main) *1920*(Donkey) ☒No. of Donkey Boilers *1*Owners *Allman Fisking Co. Ltd.*

Owners' Address

Team Pressure in Main Boilers *200 lb*

Managers

in Donkey Boilers ☒

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

*Y. Fisking A.S.*Port *Krmin*Voyage *North - Sea*

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER.  
For Special Survey.  
Date of last Survey and of  
Periodical Survey.Years  
assigned  
now  
expired.Machinery and Boiler  
Surveys  
(including date of N.B., if any)*+100 A1  
T.M. Trawler  
1.29  
S. Ryk. No. 2-28**+LMC 8.28  
BS 8.24  
T.M. (L) run  
1.29*

## Particulars of Examination and Repairs (if any)

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. *E. 21-30/11/29.*

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? *not required*

was a damage report made by anyone else? If so, by whom? *Underwritten Surveyor*

did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *as before*

Do, " Donkey " " " " "

this was not done, state for what reasons? ☒

and what parts of the Boilers could not be thus thoroughly examined? ☒

also 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? ☒

did the Surveyor examine the Safety Valves of the Main Boiler? *under steam*

To what pressure were they afterwards adjusted under steam? *200 lb*

did the Surveyor examine the Safety Valves of Donkey Boiler? ☒

To what pressure were they afterwards adjusted under steam? ☒

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

, and of the Donkey Boilers? ☒

did the Surveyor examine the drain plugs of the Main Boilers? ☒

, and of the Donkey Boiler? ☒

did the Surveyor examine all the mountings of the Main Boilers? ☒

, and of the Donkey Boiler? ☒

is a screw shaft now been drawn and examined? *yes*

Is it fitted with continuous liner? *yes*

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

is shaft now been changed? *no* If so, state reasons ☒

is the shaft now fitted been previously used? ☒

Has it a continuous liner? ☒

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ☒

to the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *rewooded*

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

*Heavy weather damage repairs: - Examined a new cast iron propeller fitted, screw shaft drawn, stern bush rewooded, sea connections, feed and circulating pumps opened out and overhauled, L.P. crosshead & guide drawn up and found them parts now in a satisfactory condition.*

*Alterations: - A steam dome as approved by the Secretary's letter E dated 21st November 1929 has been fitted to the boiler. On completion the boiler has been tested by hydraulic pressure of 350 lb per sq. inch and by steam pressure to 200 lb per sq. inch and was found tight. A number of boiler tubes have been renewed.*

*A steam superheater arrangement (Schmidt system) as approved by the Secretary's letter E dated 30th November 1929 has now been fitted. The steel castings have been made by the Atlaswerke A.S., Krmin and P.T.O.*

## General Observations, Opinion, and Recommendation: -

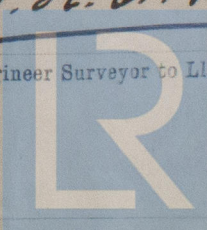
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 1.10 lb., F.D., &c.)

*It is recommended that the vessel's machinery be continued as classed with the notation of Tail Shaft run 2, 30.*

by Fee (per Section 28).....  
Drawing Expenses.....  
Damage & Repair Fee (if any).....  
Alteration.....  
Selling expenses (if chargeable).....

£ 2 0 0 } Fees applied for  
£ 1 0 0 } 4.2 30  
£ 2 0 0 } 1.2 1930  
£ 10 0 0 } Received by me,  
£ 10 10 0 } 20/3/30  
£ 10 10 0 } 24/2/30

*Y. H. C. Kramo*  
Engineer Surveyor to Lloyd's Register of Shipping.



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W 565 0109

Insert Character of Ship and Machinery precisely as in the Register Book.



7 Steam dome & Superheater fitted  
to Boiler.

Main steam pipes renewed  
Heavy weather damage:-  
propellers renewed, Engines  
partly examined

If submitted that  
this vessel is eligible to  
be used as Oiled.

A2.30.

RM.  
14/3/30

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Tested in accordance with the requirements of the Rules.  
a safety valve of  $1\frac{1}{2}$ " dia. with easing gear has been fitted to  
the portion of the superheater which can be shut off from the  
boiler. The whole arrangement has been tested by hydraulic  
pressure of 750 lb. per sq. inch and 10% of the elements to  
2850 lb. per sq. inch and found in order. The main steam pipe  
have been renewed of steel and the stop valve of cast steel  
and tested by hydraulic pressure to 600 lb. per sq. inch.  
The superheater arrangement examined under steam and found  
tight. Thickness of adjoining washer of safety valve:—  $.25$ ".

G. H. C. Kamm

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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