

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

(Received at London Office)

THU. OCT. 30. 1913

Date of writing Report 27th Oct 1913 When handed in at Local Office Bremen Port of Bremen

No. in Reg. Book 1443 Survey held at Bremerhaven Date, First Survey 22nd Oct Last Survey 25th Oct 1913

STEAM SUPERHEATING ARRANGEMENT On the Machinery of the Wood, Iron or Steel Sc K "SKULI FÖGETI" Master H.K. Thorsen - 11

Tonnage Gross 222 Net 112 Vessel built at Selby By whom Cochrane & Sons When 1911 12

Registered Horse Power 80 Engines made at Grimby By whom J.G. Control Co - Copenhagen When 1911

No. of Main Boilers 1 Boilers, when made (Main) 1911 (Donkey)

No. of Donkey Boilers 1 Owners J. Gunnarsson Port Reykjavik Voyage North Sea

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Afloat

in Donkey Boilers

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

CHARACTER.	Years Assigned	Machinery and Boiler Surveys
<input checked="" type="checkbox"/> 100A1		<input checked="" type="checkbox"/> LMC 12, 11
Sam Trawler 9, 12		Sail Draft 1000

Last Report No. 312 Port Bremen

## Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially 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?  Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?  No

Do. " Donkey "  No

If this was not done, state for what reasons? Boilers being not due for Survey.

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?  No

Did the Surveyor examine the Safety Valves of the Main Boiler?  To what pressure were they afterwards adjusted under steam?

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?

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

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

Has screw shaft now been drawn and examined? no Is it fitted with continuous liner?  or two liners?  or is it without liners?

Has shaft now been changed?  If so, state reasons

Is the shaft now fitted new?  Has it a continuous liner?  or two liners?  or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

The Steam Superheating Arrangement referred to in Bremen Report No 312 has not been fitted in this Vessel.

Under Steam this Arrangement was found tight and its safety valve has been adjusted to 180 lbs per square inch. Area of safety valve 1.2 square inches, fitted with raising gear. Thickness of adjusting washers: 4/75"

## 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 X L.M.C. 9, 11, 140 lb., F.D., &c.)

In regard to the parts examined it is recommended that the vessel's class be continued in the Register Book without alteration in the present records.

Survey Fee (per Section 88) £10.- Fees applied for 28.10.13

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £10.- Received by me, 19

J. H. C. HAM.  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute as above  
Assigned TUE. NOV. 4 - 1913



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

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

10m. 7. 13. - Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Is a Certificate required? If so, to be sent to

Installation for Superheating  
Steam was fitted & tested.  
(Schmidt's System)

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.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

S. J. S.  
357573

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2021  
Lloyd's Register  
Foundation