

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

(Received at London Office

FRI. OCT. 17, 1913

Date of writing Report *15th Oct* 19 *13* When handed in at Local Office *10* Port of *Bremen*
 No. in Reg. Book. *1443* Survey held at *Bremen & Bremerhaven* Date, First Survey *2nd Oct* Last Survey *14th Oct, 1913*
1443 on the *SUPERHEATER ARRANGEMENT* of the *Wood, Iron or Steel* *SKULI FÖGETI* Master *(No. of Visits 3)*
 Tonnage { Gross *222* Vessel built at *Silby* By whom *Edwards & Son* When *1911* MONTH *12*
 Net *112* Engines made at *Grimby* By whom *Edwards & Son* When *1911*
 Registered Horse Power *80* Boilers, when made (Main) *1911*
 No. of Main Boilers *1* Owners *G. Gunnarsson* Port *Nykjær* Voyage *✓*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *✓*
 Steam Pressure in Main Boilers *180 lb* (State name of Dock.)
 in Donkey Boilers

Last Report No. *8366* Port *Gms*

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?

Do. " Donkey " " "

If 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?

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?

, and of the Donkey Boiler?

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?

Has screw shaft now been drawn and examined?

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?

In request of Messrs. G. Lebeck Akt. Ges. of Gustenimide tested at their works the Steam Superheating Arrangement, Schmidt's Patent, for this vessel.

The complete Arrangement has been subjected in my presence to a hydraulic pressure of 710 lbs per square inch, well hammered over while under pressure and was found tight. A number of welding tests has been made on the tubes with good results.

The cast steel headers manufactured by the Atlas-Werke Akt. Ges. of Bremen have satisfactorily withstood the prescribed tests and complied with the Society's requirements.

The Superheater bears the Nos 603-604 on the Maker Name plate riveted to the headers and has been stamped *7* on these plates.

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, E.S. 9,11, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

It is submitted that this Steam Superheating Arrangement is eligible to be fitted in this vessel.

Survey Fee (per Section 88) *Nk 65.-*

Fees applied for

15.10.1913

Special Damage or Repair Fee (if any) *£*

(per Section 88.)

Travelling Expenses (if chargeable) *£ 10.-*

Received by me,

19

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUE. NOV. 4 - 1913

Assigned

as above

W753 - 0028

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Foundation

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.

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

It is submitted that action
be deferred until the super-
heater has been fitted
on the vessel.

JW
17/10/13

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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