

Rpt. 9

Date of writing report 21-11-1961 Received London Port Thorshavn No. 503
Survey held at Thors No. of visits 1 First date 13-11-61 Last date 13-11-1961

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 17234 Name S.S. Steam Trawler "KALLSEVNI" Gross tons 718 Date of build 1941
Owners Pff Kumbel Managers Poul Hansen Port of Registry
Engines made By Hall, Russell & Co Ltd Aberdeen Type T 36y 16 1/2" 28 1/2" 47" x 30"
No. of Main Engines 1 No. of Screws
No. of Main Boilers 1 W.P. 225 lbs.
No. of Aux./Donkey Boilers W.P.
Surveyed Afloat or in Dry Dock Slipway
Nature of Survey Damage - Repair
Was Damage Report issued? Int. Cert.?
Last Report (For Head Office only) 470 No

Hull		Machinery
BS.	SS 3.56	MBS 3.60 NE 56
fishing purposes		M 4.61
SS 10.60		el 11.59
4.61		steam pipe 3.56

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 good Wear Down of Stern Bushes 3.5 millims Oil Glands Sea Connections
Fastenings good Has Screwshaft/Tubeshaft been drawn? yes Date of Examination 13-11-1961 Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined fitted a continuous liner? yes + Approved oil gland? no

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings

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

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

24 INTERMEDIATE SHAFTS & BEARINGS

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

OPINION OF MACHINERY AND RECOMMENDATIONS

The Machinery of this vessel as far as now seen is in good condition and eligible in my opinion to remain as at present classed in the Register Book with fresh record of 1st Tail Shaft survey 11.61. Subject to end of screw shaft liner being examined at next drydocking

Date of Committee MONDAY 11 DEC 1961
Decision As now subject (TS record withheld)

32 Essential Independent Pumps (Identify by position) not examined

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 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety Devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

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)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators			l Generators & Governors not examined
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

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

MAIN Not examined

AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.

{ Spt.

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? 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)

At the last Docking Survey it was noted that the tail shaft liner was scored between the steam tube and the propeller. I may letter of May the 19th I asked whether it would accepted to build the damage part up by metallic spraying which you approved in your letter of May the 26th. — By now the damaged part has been built up by metallic spraying. I shall Recommend this repair to be reexamined at the first Docking Survey.

3 of the four propeller blades were damaged by the wire. Metal bits of suitable size were electrical welded into place.

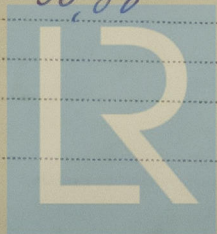
LEAVE THIS SPACE BLANK

Survey fees Kroner 170.00

Damage fee

Expenses... Kroner 33.00

Date when A/c rendered



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