

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18th Oct 1940. When handed in at Local Office. 18th Oct 1940. Port of Gothenburg.

No. in Reg. book 25672 Survey held at Gothenburg. Date, First Survey 13th Sept. Last Survey 11th Oct. 1940. (No. of Visits 15)

26527 on the ~~WOODHOLM~~ Steel s.s. "INGRID THORDÉN"

Tonnage: Gross 1869 Under Dk. 1621 Net 1005 Built at Gothenburg. By whom A-B. Lindholmen-Motala When 1920 - 10.

Owners Rederi A-B. Thor Owners' Address (if not already recorded in Appendix to Register Book). Manager G.B. Thordén. Port belonging to Helsingfors.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Lindholmen. Destined Voyage

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

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 12772 Port Lyot.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any.)
+100A1		+IMC 11,36
with freeboard 1,39		BS 9,39
		OG 1,39
SS.Shl.No.3-11,32		
SS.Hfs.No.1-36.		

When 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 to whom and why they were declined.

Damage repairs, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused I: by the vessel a) encountering heavy ice in February, 1940, while on a voyage from Gothenburg to Mäntyluoto b) and by striking the quay side at Mäntyluoto on the 3rd September 1940; II: by heavy weather when lying at anchor on the 2nd March, 1939, for loading at Jaffa; III: by heavy weather in August, 1940, while on a voyage from Bridgeport U.S.A. to Europe, for Special Survey 2nd No.2 and S.R.List.

Work done: Vessel placed in dry dock, the bottom sternframe and rudder cleaned, examined and coated and the following damage repairs effected.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Fl.	Beams	Inner Bot- tom Plates.	Dk. Plates.	Other Items:—
Renewed	9						1	
Removed and Fair'd or Repaired	19	5						See report.
Fair'd or Repaired in place	17	72						

PRESENT CONDITION OF THE		General Observations, Opinion as to Class, Recommendation, &c.:	
Decks	Good.	State if Tanks now exd. inside	Yes.
Caulking of Decks	"	State if Tanks now tested	Yes.
Coamings	"	Bulkheads	Good.
Beams & Fastenings	"	Ceiling	"
Outside Plating	"	Cement or Asphalt	"
"    in way of sidelights	"	Rudder	"
Breasthooks	"	Steering gear and its connections	"
Transoms	"	Windlass	"
Frames	"	Have pumps now been examined and found efficient?	Yes.
Reverse Frames	"	Have Sluice Valves now been examined and found efficient?	---
Longitudinals	"	Have Watertight Doors now been examined and found efficient?	Yes.
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes.
Floors	Good.		
Keelsons	"		
Stringers	"		
Inner Bottom Plating	"		
		Air and Sounding Pipes	Good.
		Dblng. Plates under Sounding Pipes	"
		Engine Room Skylights	"
		Coal Bunkers, Open'gs, Lids, &c.	"
		Oil Bunkers	---
		Scuppers	Good.
		Cargo Hatchways	"
		Hatches	"
		Planking of Wood Vessels	---
		Caulking	ditto
		Treenails	ditto
		Breasthooks & Stemson	ditto
		Transoms Pointers, & Crutches	ditto
		Timbers of Frame at openings	ditto
		Ditto Ditto at other places	ditto
		Stringers, Clamps & Shells	ditto
		Salting	ditto
			(State if examined.)
		Copper, or Y. M. of Wood Vessels	---
		(State if on Felt.)	
		When put on, Month	---
		Year	---
		Boats	Good.
		Masts, Yards, &c.	"
		Condition, how ascertained	Exam.
		(State if wedges removed)	None.
		Sails	---
		Equipment letter	r.
		Anchors, No. of	3, 1.
		Chain Locker	Good.
		Cables (State if now ranged)	Ranged.
		length 210 f. mean diamr. 1.19/32	
		(on board)	
		Rule length 240 f. size 1.12/16	
		Hawser & Warps	Efficient
		Standing and Running Rigging	Good.

This vessel is eligible in my opinion to remain as now classed in the Register Book and to have fresh record of Survey Got.10,40 and the notation of s.s.Got.No.2-40 subject to sternframe (E.W. 11,31; 1,36; 1,39; and 10,40) and rudder being specially examined next docking and subject to 30 fathoms of chain cables being placed on board.

Survey Fee (per Section 29)	Kr. : 335:00	Fees applied for,	18/10 1940
Special Damage or Repair Fee (if any) (per Sec. 29)	Kr. 610:00	Received by me,	19
Travelling Expenses (if chargeable)	Kr. : 3:00		
Late Fee	Kr. 25:00		
Second Surveyor's Fee (if any)	£		

Committee's Minute FRI. 15 AUG 1941 Character Assigned 100A1 subject with freeboard S.P. No.2-40 + d.m.b. 10,40

Surveyor to Lloyd's Register of Shipping. *S. Thordén*

FRI. 19 DEC 1941

FRI. 15 MAY 1942

OMIT CLASS ON RE-PRINT.

Lloyd's Register Foundation

010835-010845-013374

*[Handwritten signature]*

*Gothenburg 2*  
*Surveyors office*

Is Certificate required? If so, to be sent to

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Damage I: a) & b) Shellplating stbd side:-

D strake plate Nos. 1 and 2 removed, faired and refitted.

E " " " 1 " 5 faired in place.

E " " " 2 " 6 removed, faired and refitted.

E " " " 3 " 4 renewed.

F " " " 1, 4, 6 and 7 removed, faired and refitted.

F " " " 2 and 3 renewed.

F " " " 8 " 10 faired in place.

G " " " 1 " 12 " " "

G " " " 3 removed, faired and refitted.

G " " " 4 and 6 lower seam faired in place.

Shell plating port side:-

E strake plate No. 1 and 5 removed, faired and refitted.

E " " " 4 renewed.

E " " " 6 faired in place.

F " " " 1, 2, 6 and 7 faired in place.

F " " " 4 and 5 removed, faired and refitted.

G " " " 1 removed, faired and refitted.

G " " " 2 faired in place.

Frames starboard side:-

3 frames welded in way of crack and faired.

3 frames removed, faired and refitted.

35 frames faired in place.

Frames port side:-

2 frames welded in way of crack and faired.

29 frames faired in place.

Panting stringer:-

The stringers in hold faired in place port and stbd side where necessary.

Ceiling in holds partly removed and refitted and double bottom tanks in way of damage examined under water pressure after repairs effected.

Damage II: Both bower anchor shanks removed, faired and refitted and the bolts through the heads renewed. A number of slack or missing studs in the chain cable renewed.

4 bolts in the rudder blocks renewed.

6 cog-wheels of the steering engine controlling gear renewed.

The main shaft of the steering engine renewed, and the worm wheel dressed up.

The rudder welded in way of the second rudder gudgeon.

The rudder post of the sternframe rewelded in way of an existing welding repair.

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Steel s.s. "Ingrid Thordén", No. in Reg. Book 26527.

Damage III: One deck plate abreast No. 3 hatchway and on starboard side renewed and one ditto doubled and welded in way of a crack.

Hatchway No. 2 after end coaming partly cut adrift, faired and re-riveted.

Damage I:b: Shell plating starboard side:-

F strake plate No. 5 removed, faired and refitted.

G " " " 5 faired in place.

K " " " 2 and 7 faired in place.

I " " in way of counter faired in place.

Shell plating port side:-

D strake plate No. 2 faired in place.

E " " " 2 and 3 renewed.

F " " " 3 removed, faired and refitted.

G " " " 7 " " " "

H " " " 1 and 2 removed, faired and refitted.

Frames:-

8 frames on starboard side and 5 ditto on port side faired in place.

Bilge keel:-

Bilge keel bulb plate partly riveted port and starboard side and faired in place where necessary.

The spirketting plate port and starboard faired in place and partly riveted.

Damage II: 30 fathoms of chain cables bent and studs missing. Recommended same to be renewed. The damaged cable now removed.

Special Survey 2nd No. 2 has been held as follows:-

Vessel placed in dry dock, the bottom, sternframe and rudder cleaned, examined and coated. Rudder lifted, bushed and refitted. Holds, peaks, "tween decks" coal bunkers and machinery space cleared. Ceiling removed from tank top in holds and bunkers, as required by Rule. Limber boards removed. Steel work (including ash shoot and shell plating in way of opening) examined, scaled and coated where necessary. All double bottom and peak tanks tested by water pressure and examined internally. Ceiling and limber boards relaid. Plating in way of sidelights examined. Chain cables ranged and examined. Chain locker examined, and chain cable replaced. Anchors, masts, rigging and general equipment examined. Hatch covers, tarpaulins, supports and fastenings examined in position at the hatchway. Ventilator coamings and covers examined. The steering engine and its connections, steering rods, chains, blocks, rudder quadrant, tillers, steering gear, windlass, hand pumps, watertight door and air and sounding pipes

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examined and found or placed in good condition. Doubling plates found or fitted under all sounding pipes.

Renewal freeboard survey carried out and freeboard verified.

Repairs effected due to wear and tear:-

Rudder: Rudder lifted 2 pintles renewed and gudgeon rebushed.

Coal bunkers: 3 stiffeners at after end bulkhead of the cross bunker renewed and the bulkhead plating partly renewed. The plating in way of saddle back renewed.

Double bottom tanks: The shell in way of double bottom tanks now covered with cement in places where the bitumastic found missing.

Decks: The deck plating partly doubled at forward end of saloon house, at forward end of No.3 hatchway and at after ends of deckhouses amidship. The coaming of saloon house in way of bath-room doubled, also in way of crew bath-room and in way of mess-room. Companion way in way of forecastle partly doubled.

Chain cables: 30 fathoms of chain cables missing as stated under damage and same will be placed on board at the first convenient opportunity.

Windlass: Windlass overhauled and the slide valve rods renewed.

Steering arrangements: 2 rods and 3 seatings for blocks renewed. The spare steering arrangements placed in order.

Rigging: 6 shrouds renewed.

Hatches and Hatchways: 35 wood hatch covers renewed. 4 tarpaulins renewed. Rest angles for wood covers faired in place and 6 cleats renewed.

A number of deck repairs to ladders, steam pipes on deck, doors for access to crew spaces scuppers etc. carried out.

Renewal freeboard survey carried out and a provisional freeboard certificate has been issued.

S.R. List: Sternframe (E.W. 11,31, 1,36 and 1,39) specially examined and rewelded due to corrosion of welded material. No welded shell plate abreast No.1 hatchway could be found, but abreast No.3 hatchway near after engine space bulkhead is a shell plate welded p.s. in way of a crack; same now V-ed out and rewelded and reinforced by a T-bar riveted to the bulkhead bracket and welded to frame.

Part of the above survey was at the Owners' request carried out by G. Hjernqvist on Friday 27th September, 1940, from 7 to 9 p.m.

*G. Hjernqvist*