

21 JUL 1941

DISCLOSED

BAY No. .... No. 13082

# 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.

 25672 No. in Reg. book Survey held at Gothenburg. Date, First Survey 13th Sept. Last Survey 11th Oct. 1940.  
 (No. of Visits 15)
725 26527 on the ~~WOODHOLM~~ Steel s.s. "INGRID THORDÉN"

TONNAGE:— Built at Gothenburg. By whom A-B. Lindholmen-Motala When 1920 - 10.

Gross 1869 Owners Rederi A-B. Thor Owners' Address

Under Dk. 1621 Manager G.B. Thordén. (if not already recorded in Appendix to Register Book).

Net 1005

Port belonging to Helsingfors.

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

 VB=Cell DB or DB a feet; uE&B feet; f feet }  
 Total capacity tons. FPT tons: APT tons: MT feet tons. }

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

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

Last Report, No. 12772 Port

Got.

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 with freeboard 1,39		+IMC 11,36 BS 9,39 OG 1,39
SS.Shl.No.3-11,32		
SS.Hfs.No.1-36.		

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 to whom and why they were declined.

Offered to Owners but not required. Was a damage

Report made by anyone else? If so, by whom? None made.

Society's Freeboard (if assigned) as painted on Ship and now verified } s 1 ft. 5 1/2 ins.

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.

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

(Continued)

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 Fairied or Repaired	19	5						See report.
Fairied or Repaired in place	17	72						

## PRESENT CONDITION OF THE

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

## General Observations, Opinion as to Class, Recommendation, &amp;c.:—

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

Character Assigned

59,40

FRI. 15 AUG 1941

 100% subject  
 with freeboard  
 s.s. No. 2-40  
 + d.m.b. 10,40

FRI. 19 DEC 1941

 Record:-  
 to later Survey  
 reported

FRI. 15 MAY 1942

OMIT CLASS ON RE-PRINT.

Lloyd's Register Foundation



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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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on the

Port of Gothenburg.

Continuation of Report No. 13082 dated 18th October, 1940,

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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 reriveted port and starboard side and faired in place where necessary.

The spirketting plate port and starboard faired in place and partly re-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*