

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

(Received at London Office)

21 JUL 1941

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

No. in Survey held at Gothenburg. Date, First Survey 18th Sept. Last Survey 10th Oct. 1940. No. of Visits 9.

26527. on the Machinery of the ~~XXXXXX~~ Steel s.s. "INGRID THORDÉN"

Vessel built at Gothenburg. By whom A-B. Lindholmen-Motala. Year. Month. When 1920-10.  
 Engines made at Gothenburg. By whom A-B. Lindholmen-Motala. When 1920.  
 Boilers, when made (Main) 1920. (Donkey)  
 Owners Rederi A-B. Thor. Owners' Address  
 Manager G.B. Thordén. (if not already recorded in Appendix to Register Book.)  
 Port Helsingfors. Voyage  
 If Surveyed Afloat or in Dry Dock Both. (State name of Dock.) Lindholmen.

Report No. Port

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

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

### Particulars of Examination and Repairs (if any) Damage & LMC.

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. Offered to Owners. Not required.

a damage report made by anyone else? If so, by whom? None made.

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ---

is was not done, state for what reasons? ---

what parts of the Boilers could not be thus thoroughly examined? ---

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? ---

latest date of internal examination of each boiler Both boilers 25/9/40. Present condition of funnel(s) Good.

the Surveyor examine the Safety Valves of the Main Boiler? Yes. To what pressure were they afterwards adjusted under steam? 185 lbs.

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

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. , and of the Donkey Boilers? ---

the Surveyor examine the drain plugs of the Main Boilers? None fitted. , and of the Donkey Boilers? ---

the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boilers? ---

screw shaft now been drawn and examined? Yes. Is it fitted with continuous liner? No. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

shaft now been changed? No. If so, state reasons ---

the shaft now fitted been previously used? --- Has it a continuous liner? --- Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ---

date of examination of Screw Shaft 18/9/40 State the distance between ~~XXXXXX~~ bearing metal of stern bush and top of after bearing of screw shaft 2 mm.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light ~~XXXXXX~~ fitted? Yes.

did the Surveyor examine the generators, ~~XXXXXX~~ switchgear, cables and fuses? Yes.

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Damage stated to have been caused by ice on the 1st February, 1940, while on a voyage from Gothenburg to Mäntyluoto.

Now done:

The propeller, propeller shaft, stern bush, sea connections and their fastenings examined.

The cylinders, pistons, slide valve with casings, covers and rods, crank, thrust and intermediate

fitting, condenser, all pumps and the pipes, cocks, valves and strainers of the pumping arrangement

examined.

The main steam pipes removed, tested by waterpressure to 26 kg/cm<sup>2</sup> and found good.

(Continued)

General Observations, Opinion, and Recommendation:— The machinery of this vessel is eligible in our

opinion to remain as now classed in the Register Book with record of LMC 10,40 and notation of

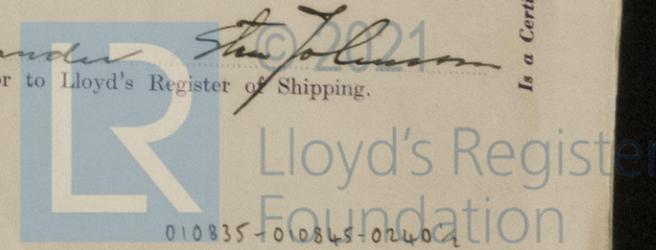
1 shaft seen 9,40".

Fee (per Section 29) Kr. 270 :00 Fees applied for 18/10 1940.  
 Damage or Repair Fee (if any) Kr. 50 :00  
 (per Section 29.)  
 Licenses Kr. 20 :00 Received by me, 19  
 Printing expenses (if chargeable)

Surveyor's Minute FRI. 15 AUG 1941

Signature + LMC 10.40

G. Thordén  
 Engineer Surveyor to Lloyd's Register of Shipping.



Is a Certificate required? If so, to be sent to Yes. Surveyors' office, Gothenburg.



This Certificate is to be returned to the Surveyor's Office, Gothenburg.

machinery of s.s. "Ingrid Thordén", No. 26527 in the Register Book.

The steam engine for the Howden forced draught and the steam engine for the electric light installation examined.

The main boilers examined in- and externally with safety valves and mountings and their safety valves adjusted under steam as above.

The electric light installation examined and tested as per Rule.

(No auxiliary steam pipes over 3" bore are fitted.)

Damage repairs now effected:

The tips of all propeller blades found broken off. New tips have now been cast and welded on. The Cederwall's oil gland overhauled.

Repairs effected due to wear and tear:

The feed and bilge pump plungers skimmed in lathe and gland and neck bushes for same renewed.

The piston rings and the slide valve of the steam engine for the Howden forced draught renewed.

Steam and water piston rings of the ballast pump renewed.

Both furnaces of the starboard boiler pressed up and made circular as far as practicable and reinforced by fitting of 3 strengthening girders to the upper part of each furnace, which were connected by means of electric welding.

Blow off valve of the port boiler renewed.

Several lengths of electric cables renewed and a number of fittings overhauled or renewed.

*S. J. Mander*



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0240 1/2

LS no 2 due 11.40 } now held  
PS due 9.40 }

Damage due to ice. Propeller repaired  
Wear steel repair. Star. boiler furnace  
jacked up & minor engine repair  
effected.

It is submitted that  
this vessel is eligible for  
THE RECORD.

+Last 10.40

S. 9.40

True  
13.8.41



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