

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.

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

(No. of Visits)

Gross 1869

Net 1005

Nominal 216

se Power

of Main Boilers 2

of Donkey Boilers -

m Pressure

Main Boilers 185 lb

Donkey Boilers -

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

(if not already recorded in Appendix to Register Book.)

Port Helsingfors. Voyage

Manager G.B. Thordén.

If Surveyed Afloat or in Dry Dock Both.

(State name of Dock.)

Lindholmen.

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.		

Report No.

Port

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 examina-

tion 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? ---

the 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.

the 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

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

mined.

The main steam pipes removed, tested by waterpressure to 26 kg/cm² 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

Fees (per Section 29.) Kr. 20 :00

Received by me,

ing expenses (if chargeable) £

19

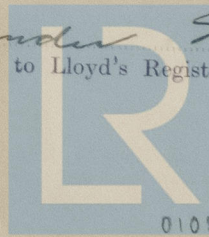
Committee's Minute

FRI. 15 AUG 1941

ned + Lmb 10.40

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

010835-100845-0240

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.

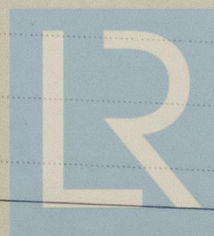
Steam and water piston rings of the ballast pump renewed.

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.

G. Mander



© 2021

Lloyd's Register
Foundation

0240 1/2

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

Damage due to ice. Propeller repaired
Wear stem repaired. Star. boiler furnace
jacked up. Main engine repair
effected.

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

+Lass. 10.40
S. 9.40

Thru
13.8.41



© 2021

Lloyd's Register
Foundation