

28 DEC 1936

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME

"INGRID THORDEN"

Rpt. Hfs. No. 1322

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey

The class is subject to the sternframe E.W.11,31 and 1,36 being specially examined at the next dry docking and to the windlass port crank shaft bearing bracket being renewed.

The Helsingfors Surveyor, who was authorised, now reports the vessel placed in dry dock, bottom, sternframe and rudder examined and coated, the 2nd S.S.No.1, due 11,36, held, repairs to shell plating, windlass framing, bunkers etc. and minor repairs carried out.

The wells have been filled in and the ship converted to one of the Complete Superstructure Type with tonnage opening, generally in accordance with approved plan, but the scantlings and arrangements are not such as to permit of the minimum freeboard for a ship of that type, and the Surveyor states the freeboard has ~~now~~ ~~not~~ been altered and verified. It is found, however, owing to the extension of the collision bulkhead to the new shelter deck some reinforcement is required to the stiffening of this bulkhead below the peak top - see attached memo dated 21.12.36.

It is submitted the vessel now appears worthy to have her class amended from 100A1 to 100A1 with freeboard with record of survey 11,36 and notation of S.S.No.1-36 subject to the collision bulkhead stiffening being reinforced and as above except as regards windlass repairs.

R.B.Amend 100A1 to 100A1 with freeboard 11,36 Hfs. S.S.Hfs.No 1-36 )) Subject etc. ) Without etc. )

The Helsingfors Surveyor should be fully advised and requested to inform the Owners regarding the collision bulkhead.

Amend 1 Dk. to 1 Dk. & Shl. Dk. 4 BH to 4 BH (Coll.BH to Shl.Dk. 3 BH to 2nd Dk.)

Delete P24' B 151' F 26'

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