

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

(Received at London Office 11 DEC 1936)

Date of writing Report 4th Dec 1936 When handed in at Local Office 11 DEC 1936

No. in Reg. Book 77096 Survey held at Helsingfors Port of Helsingfors

Date, First Survey 7 Nov. Last Survey 27 Nov. 1936 (No. of Visits 10)

on the Machinery of the Wood, Iron or Steel S. Steamer "Ingrid Thordon"

Tonnage Gross 1887 Net 1066 Vessel built at Göthenburg By whom Aht. Lindholmen-Makala When 1920-10

Nominal Horse Power 216 Engines made at " By whom " When 1920.

No. of Main Boilers 2 Boilers, when made (Main) 1920. (Donkey) "

No. of Donkey Boilers 1 Owners Rederi A/B. Arvavis Owners' Address Kungälv

Steam Pressure in Main Boilers 185 lbs Managers T. Bojesson (if not already reported in Appendix to Register Book.) Port Kungälv Voyage "

in Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock in Dry Dock (State name of Dock.) Jandrikens Skeppod.

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

Last Report No. " Port "

Particulars of Examination and Repairs (if any) LMC

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER, Date of last Survey and of Periodical Surveys.	Years assigned now or estimated.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1</u>		<u>LMC</u>
<u>Sht. 1.36</u>		<u>M.S. 11.31</u>
<u>S.S. Sht. 11.32</u>		<u>BS. 1.36</u>
		<u>T.S. 1.36.09</u>

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 why they were declined ✓

Was a damage report made by anyone else? If so, by whom? ✓

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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? none fitted

If this was not done, state for what reasons? ✓

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

Also 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? ✓

State latest date of internal examination of each boiler Mar. 2/11 & part 18/11 Present condition of funnel(s) good.

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

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes. , and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? none fitted , and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes. , and of the Donkey Boiler? ✓

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

Has shaft now been changed? ✓ If so, state reasons ✓

Has 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? ✓

State date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? yes.

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

The both main boilers cleaned and examined and the safety valves adjusted under steam as above.

All sea cocks and valves examined.

All cylinders, pistons, slide valves with casings, all covers and rods, crank, thrust and tunnel shafting engine framing, condenser, all pumps, pipes and ledge connection examined.

The electric light installation examined.

The propeller with fastenings examined.

Repairs now effected:—

H.P. slide casing rebored and the slide rings renewed.

H.P. piston rings renewed. P.T.O.

General Observations, Opinion, and Recommendation:— The machinery of this

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 9,11, B.A.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

vessel is worthy in my opinion to remain as now classed in the Register Book with fresh record of LMC. 11.36

Survey Fee (per Section 28)	£ 14 : 0 : 0	Fees applied for	4/12 19 36
Special Damage or Repair Fee (if any) (per Section 29.)	£ :	Received by me,	4/12 19 36
Travelling expenses (if chargeable)	£ :		

Committee's Minute TUE. 29 DEC 1936

Assigned + L.M.C. 11.36 TUE 11 MAY 1937

TUE 29 JUN 1937

FRI 3 SEP 1937

Man T. J. Green
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

010835-010845-0254

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to the Owners

CONFIRMATION WRITTEN

One H.P. eccentric-ring fitted with new white metal.

H.P. cross-head forward bearing fitted with new white metal.

F.P. piston rings renewed.

One F.P. eccentric-ring fitted with new white metal.

L.P. slide-rod skimmed in lathe, gland and neck bushes renewed.

One L.P. eccentric-ring fitted with new white metal.

Two feed-pump plungers skimmed in lathe.

The fan-engine fitted with new piston-rings and the piston-rod skimmed in lathe.

All condenser tubes removed, tested and replaced, 10 tubes renewed.

The water cylinders of the donkey pump rebored and the pistons fitted with lining of white metal.

The bath furnaces of the Port Boiler were found to be pressed down and have now been restored and strengthened by three electric-welded collars $4" \times \frac{3}{4}"$.



© 2021

Lloyd's Register
Foundation