

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

JAN 1942

Date of writing Report 5-4-1941 When handed in at Local Office 5-4-1941 Port of Calcutta

No. in Survey held at Calcutta Date First Survey 11-3-41 Last Survey 5-4-1941 (No. of Visits 7)

4757 on the Machinery of the Wood, Iron or Steel S.S. "THODE FAGE LUND" Year. Month.

Gross 5757 Vessel built at Sunderland By whom Sir J. Laing & Sons Ltd When 1920-10
Net 3604 Engines made at Newcastle By whom Palmer & Co. Ltd When 1920

Nominal 606 Boilers, when made (Main) 1920 (Donkey)
orse Power ; 3 SB Owners G. H. Wilhelmsen Owners' Address (if not already recorded in Appendix to Register Book.)

Port Jonsberg Voyage
Managers Both - Kiddlepur & Kuf

If Surveyed Afloat or in Dry Dock Both - Kiddlepur & Kuf Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

State name of Dock. afloat

ast Report No. Port Docking Ts. BS.

Particulars of Examination and Repairs (if any) FIRE DAMAGE REPAIRS. +100 AL - 12.38

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.

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? Not required

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Donkey No

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? 3.41

State latest date of internal examination of each boiler. 3.41

Did the Surveyor examine the Safety Valves of the Main Boiler? No

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No

Did the Surveyor examine the drain plugs of the Main Boilers? No

Did the Surveyor examine all the mountings of the Main Boilers? No

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? No

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

Has the shaft now fitted been previously used? No Has it a continuous liner? No

State date of examination of Screw Shaft 22.3.41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Re-wooded

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Damage stated due to fire in stokehold 24.3.41. Caused by donkey man not closing fuel valve & oil from furnace seeping via tank top to bridges and afterwards ignited when lighting furnace.

NOW DONE:- Vessel placed in drydock; the propeller, sea connections, tail shaft and stern bush examined. Stern bush rewooded.

all boilers examined throughout; together with their mountings, manholes, doors and fastenings and found in good order. Safety valves adjusted under steam.

DAMAGE REPAIRS:- 5 lead bilge suction pipes renewed.

Logging on several pipes & fittings destroyed by firemen's hoses now renewed - oil burning insulation examined under working conditions and found in good order.

General Observations, Opinion, and Recommendation:-

(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, B.S. 9.11, B.E.M.S. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

The machinery of this vessel, so far as now seen, is in good condition and eligible, in my opinion, to remain as classed with fresh records of

B.S. 4.41 & F.S. CL 3.41

Survey Fee (per Section 20) Rupees 315/- Fees applied for 3-4-1941

Special Damage or Repair Fee (if any) (per Section 20) £ Received by me, 19

Travelling expenses (if chargeable) Rupees 10/-

Committee's Minute FRI, 23 JAN 1942

Assigned Defered BS 4.41

Sd. E. Diley
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

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

BS
8.37

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