

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

(Received at London Office)

SEP - 3 1937

Date of writing Report 25/8/1937 When handed in at Local Office 31/8/1937 Port of NEWCASTLE-ON-TYNE
 No. in Reg. Book. 35084 Survey held at North Shields Date, First Survey 26 July Last Survey 20/8/1937
 on the Machinery of the Wood, Iron or Steel S/S "THODE FAGE LUND" (No. of Visits) 9
 Tonnage { 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's Co Ltd When 1920
 Nominal Horse Power 606 Boilers when made (Main) 1920 (Donkey) -
 No. of Main Boilers 3SB Owners Wich. Wilhelmsen Owners' Address Port Jousberg Voyage
 No. of Donkey Boilers 1 Managers Smiths Dock & DD no 4
 Steam Pressure in Main Boilers 185 lbs If Surveyed Afloat in Dry Dock (State name of Dock.)
 in Donkey Boilers -

Last Report No. PortParticulars of Examination and Repairs (if any) New boilers & Comp LMC

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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

Donkey " " " " " " " " " " " "

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 5/8/37

Present condition of funnel Satisfactory

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 185 lbs/sq in

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? yes Is it fitted with continuous liner? yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? no 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 5/8/37

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Lower half new wooden

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

Now done: See also New York Report No 34220.

Examined the propeller & fastenings, sea connections and fastenings, stern bush, condenser (tested), circulating, & bilge pumps, dynamo engine, & windlass engine.

The tail shaft (C.L.) drawn & examined, & found in order. Lower half of stern bush newwooded.

All boiler mountings examined with steam pipes; the steam pipes examined, tested by water pressure according to Rule Regts. Copper pipes annealed. The cone of the thrust shaft & the L.P. turbine could not be examined as the shaft was fixed on the thrust cone, & would not move with a strong back, whilst heat was applied with a special burner. See Owner's Supt. See page 2

General Observations, Opinion, and Recommendation: The machinery of this vessel is now in a safe working condition, & eligible to remain as classed, with fresh renewal of LMC MS 12, 36, BS 8, 37 and notation of T.S.(C.L.) 8, 37. & + N.B. 8, 37.

Survey Fee (per Section 29) £ : : Fees applied for 1 SEP 1937
Special Damage or Repair Fee (if any) £ 5 5 0
(per Section 29.) E.L. 0 0 0
Travelling expenses (if chargeable) £ : : Received by me, 22/9

Committee's Minute

Assigned

NORWEGIAN VESSEL

TUE 28 SEP 1937

+ Lmb MS 12-36 BS 8-37
 + N.B. 8-37 subject

CERTIFICATE WRITTEN

R. J. Easthope
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
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requested that the examination of the thrust cone be dispensed with, & accepted for the Special Survey in this instance, as he was of the opinion that repeated heating might cause distortion of the coupling. In my opinion this proposal merits favourable consideration, in view of the good fit of the shaft, at the cone end of the thrust shaft.

The thrust shaft, reduction gearing, hydraulic coupling & exhaust turbine examined as far as practicable, & found in order. The thrust (Michel) opened up & examined with pads etc & found in order.

Sea cocks, valves etc ground in as necessary.

Oil fuel settling tanks, cleaned out & examined.

Limitation List. 3 new boilers made by the North Eastern Marine Eng Co Ltd - Wallsend-on-Tyne now securely fitted on board, examined, & found in order. The following mountings renewed on account of defects.

Port Boiler;

Scum valve, auxiliary steam valve, & dynamo steam valve.

Centre Boiler; Main feed check valve, scum, blow down, & auxiliary steam valves.

Starboard Boiler;

The auxiliary feed check valve, scum, blow down, dynamo valve, auxiliary steam, steering engine steam valves.

The 3 auxiliary steam valves (3 boilers) were found slightly pitted on the upper flanges, the remainder renewed, on account of breakage when removing from the original boilers. The existing covers have been utilised again. All mountings including the existing safety valves examined - & all renewals tested by water pressure, to Rule Regts, & found in order.

Boiler Stamps;

No 418.
LLOYDS TEST
328 lbs
W.P. 185 lbs
J.E.S 31.5.37.

Safety valves adjusted under steam to 185 lbs per sq in. washers fitted, & easing gear refitted in position.

The original evaporator has been removed from the vessel, & a new evaporator fitted in place, & found in order, made by Messrs Caird & Rayner.

Stamps

LLOYDS No 3236
SHELL 40 lbs
COILS 360 "
LLOYDS 9839 GHE

See
Thurs York
Rat 8
No 20367
5/21
22-7-37

1726900-22269 (2/4)

875th Glade Fagelund (Page 3)

Engine & Boiler room Tank - See also Reports.

The engine room tank top was found to be leaking under test for the Special Survey, and it was arranged with the Supt. that this be not used again until repaired.

The Supt. requested that the dry tank under the boilers be used for carrying oil fuel (F.P. above 150°F) until the engine room tank could be conveniently dealt with, the vessel in the meantime being urgently required on a time charter. This was agreed to in view of the circumstances, & a tank filling & suction pipe has been fitted at the after end, port and starboard, & connected to the oil fuel line, & in accordance with the Rule Regts. 2 sounding pipes (p & s) fitted in the engine room, & closing automatically, air pipes (p & s) with ends at the shelter deck fitted with wire gauge diaphragms. The engine room filling & suction pipes have been temporarily blanked off, until the tank is satisfactorily repaired.

R. E.

See other Report - See over



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S. S. "Rhode Jagelund"

Elec light Instⁿ

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The dynamo has been overhauled, also brush gear. A number of minor faults removed. The insulation resistance low good. Navigation & engine room circuits overhauled & made good. The dynamo, governor, main board, fuses, cables & fittings have been tested & run under working conditions & found to be satisfactory.

W.T. Badger

W222-0069 (4/4)