

-1 JAN 1937

No. 37220

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 19 Dec 36 When handed in at Local Office 19 Dec 36 Port of NEW YORK

No. in Reg. Book. Survey held at PHILADELPHIA & NEW YORK Date, First Survey 21 Nov Last Survey 15 Dec 1936
85187 on the Wood, Iron or Steel s/s THODE FAGELUND (No. of Visits 16)TONNAGE: GROSS 5757 Built at Sunderland By whom Sir Jas Riving & Sons Ltd When 1920 MONTH 10
UNDER DEK 5641 Owners W. H. Wilhelmson Owners' Address (if not already recorded in Appendix to Register Book).
NET 3604 Managers Port belonging to TonsbergSurveyed Afloat or in Dry Dock? afloat Name of Dock Pen 100 S Plen Pen 6 Brooklyn NY Cause Dry Dock " Destined Voyage B. Aires
WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
total capacity tons. FPT tons; APT tons; MT feet tons. }N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 14692 Port B. Aires

(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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Pt. SS N°1

Steering engine opened up & examined. No other part of survey done at this time as fast mo. 100
The vessel requires new boilers, & it was stated that the survey would probably be partly left
carried out when, & if, the vessel is re-boiledThe screen bulkhead aft of boilers was partly removed to allow Boiler Repairs & has been
TEMPORARILY replaced with bolts. It should be permanently replaced when vessel is re-boiled
The Fiddle Top plating is somewhat corroded. It is safe for a year, but if the vessel is
re-boiled, it will necessary to renew a good part of it.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Ren. over and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Caulking of Decks	State if Tanks now tested	Dblng. Plates under Sounding Pipes	(State if on Felt).
Coamings	Bulkheads	Engine Room Skylights	When put on, Month Year
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Boats
Outside Plating	Cement or Asphalt	Oil Bunkers	Masts, Yards, &c.
" " in way of sidelights	(State which.)	Scuppers	Condition, how ascertained
Breasthooks	Rudder	Cargo Hatchways	(State if wedges removed)
Transoms	Steering gear and its connections	Hatches	Sails
Frames	Windlass	Planking of Wood Vessels	Equipment letter
Reverse Frames	Have pumps now been examined and found	Caulking ditto	Anchors, No. of
Longitudinals	Have Sluice Valves now been examined and found	Treenails ditto	Chain Locker
Transverses	efficient?	Breasthooks & Stemson ditto	Cables (State if now ranged)
Floors	Have Watertight Doors now been examined and found	Transoms Pointers, & Crutches ditto	" length mean diamr.
Keelsons	efficient?	Timbers of Frame at openings ditto	(on board)
Stringers	Have Ventilators and their Coamings been examined	Ditto Ditto at other places ditto	" Rule length size
Inner Bottom Plating	and found efficient?	Stringers, Clamps & Shells ditto	Hawser & Warps
		Salting ditto	Standing and Running Rigging
		(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is now in good condition & eligible, in our opinion, to remain as
classed without fresh record, & to have record of S.S. N°1 with date when the
Survey is completed. Screen bulkhead aft of boilers to be permanently replaced when
vessel is re-boiled, & Fiddle Top plating to be repaired.

Survey Fee (per Section 29)	£	Fees applied for,
Special Damage or Repair Fee (if any)	£	19.
Travelling Expenses (if chargeable)	£	Received by me,
Second Surveyor's Fee (if any)	£	19.

For W. H. Runkham & self
John S. Heck

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Deferred for Comp. 2nd SS N°1 etc.

Note limit and Bels.
pressure reduced to 150 lbs.
NORWEGIAN VESSEL

NEW YORK DEC 23 1936

JAN Read

TUES 12 JAN 1937

FRI 26 FEB 1937

TUE 28 SEP 1937

W222-0101

Lloyd's Register
Foundation