

NOTED FOR POSTING

(Received at London Office

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 85187 Survey held at PHILADELPHIA & NEW YORK Date, First Survey 21 Nov Last Survey 15 Dec 1936
 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. Wilhelmsen Owners' Address _____
 NET 3604 Managers _____ Port belonging to Tonsberg

Surveyed Afloat or in Dry Dock? afloat Name of Dock Pen 100 S Plak for 6 Brooklyn NY Cause Dry Dock Destined Voyage B. Aires
 WB=CellDBorDBa _____ feet; uE&B _____ feet; f _____ feet
 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? Refer plates (Eng 3)

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

Steering engine opened up & examined. No other part of survey done at this time as per Mr. 100. The vessel requires new boilers, & it was stated that the survey would probably be partly held carried out when, & if, the vessel is re-boiled.

The screw 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 Fiddy 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.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned & expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>1100H1 Shelter dk with freeboard 6.36</u>		<u>TLCMS 3.32</u>
<u>SS Osl no 3-9.32</u>		<u>BS 7.35</u>
<u>Carrying oil fuel F.P. above 150° F</u>		<u>TS 2.9.34</u>
<u>in DT</u>		<u>Fitted for oil fuel 10.20 F.P. above 150° F</u>

Society's Freeboard (if assigned) as painted on Ship and now verified _____ ft. _____ ins.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Ren.oved and Faired or Repaired								
Faired 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 (State if on Felt). When put on, Month Year
Caulking of Decks	State if Tanks now tested	Dblng. Plates under Sounding Pipes	Boats
Coamings	Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained. (State if wedges removed)
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Sails
Breasthooks	Rudder	Scuppers	Equipment letter
Transoms	Steering gear and its connections. <u>STEERING ENGINE GOOD</u>	Cargo Hatchways	Anchors, No. of
Frames	Windlass	Hatches	Chain Locker
Reverse Frames	Have pumps now been examined and found efficient? <u>to the above</u>	Blanking of Wood Vessels	Cables (State if now ranged)
Longitudinals	Have Sluice Valves now been examined and found efficient?	Caulking	length (on board) mean diamr.
Transverses	Have Watertight Doors now been examined and found efficient?	Treenails	Rule length size
Floors	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	Hawser & Warps
Keelsons		Transoms Pointers, & Crutches	Standing and Running Rigging
Stringers		Timbers of Frame at openings	
Inner Bottom Plating		Ditto Ditto at other places	
		Stringers, Clamps & Shells	
		Salting (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. Screw bulkhead aft of boilers to be permanently replaced when vessel is re-boiled, & Fiddy Top plating to be repaired.

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

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

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK DEC 23 1936

Read

JAN 12 JAN 1937
 FRI 26 FEB 1937
 TUE 28 SEP 1937

Character Assigned

Deferred for Comp. Ind SS N°1 etc.

Note limit and Bls. pressure reduced to 150 lbs.

NORWEGIAN VESSEL

W222-0101

Is Certificate required? If so, to be sent to