

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

(Received at London Office) - 1 JUN 1935

Writing Report 28/5 35 When handed in at Local Office 29/5 35 Port of Oslo

Survey held at Oslo Date, First Survey 8/3 Last Survey 24/5 1935 (No. of Visits 6)

on the Machinery of the ~~Wood: Iron or Steel~~ screw steamer "THODE FAGEKUND"

Gross 5757 Vessel built at Sunderland By whom Sir J. Laing & Sons Ltd. When 1920 10
 Net 3604 Engines made at Newcastle By whom Palmers' Co. Ltd. When 1920
 Main Boilers 3 Boilers, when made (Main) 1920 (Donkey) ✓
 Owners Wilh. Wilhelmsen Owners' Address Oslo
 Managers (if not already recorded in Appendix to Register Book.)
 Port Tønsberg Voyage U.S.A.
 If Surveyed Afloat or in Dry Dock floating dock.
 (State name of Dock.) Nylands Verksted

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

CHARACTER, for Special Survey and Date of last Survey and of Periodical Surveys.	Years assigned now or over.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		CL 6.31.9.34
Shelter deck with freeboard		BS 6.34 +DMC
7.33.9.34		MS 3.32
Fitted for oil fuel above 150° F		10.20 F.P.
U. B. L. No. 3-9.32		

Report No. _____ Port _____

Particulars of Examination and Repairs (if any)

All Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case. N 4/3/35, E 25/3/35, M 1/4/35

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined

Damage report made by anyone else? If so, by whom? ✓

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

Donkey " " " " ✓

Not done, state for what reasons? ✓

Parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Date of internal examination of each boiler? ✓

Surveyor examine the Safety Valves of the Main Boiler? ✓

Surveyor examine the Safety Valves of Donkey Boiler? ✓

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓

Surveyor examine the drain plugs of the Main Boilers? ✓

Surveyor examine all the mountings of the Main Boilers? ✓

Shaft now been drawn and examined? Is it fitted with continuous liner? ✓

Shaft now fitted been previously used? Has it a continuous liner? ✓

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

Is electric light and/or power fitted? ✓

Present condition of funnels.

To what pressure were they afterwards adjusted under steam? ✓

To what pressure were they afterwards adjusted under steam? ✓

and of the Donkey Boilers? ✓

and of the Donkey Boiler? ✓

and of the Donkey Boiler? ✓

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

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The vessel was placed in floating dock. Examined propeller and stern bush in position. Turbine exhaust turbine was now fitted, the turbine and gear being supplied complete by the Himag Werk A.G. Weser (See Secretary's letter H 28/3/35) The turbine and gear seatings were efficiently constructed as per the approved plan, the electric welding was done by recognised welders and approved electrodes. On completion of the installation the machinery was examined and tried on working conditions and appeared to work satisfactorily

In connection with the construction of a new deep tank for oil fuel the pumping and piping arrangements carried out in accordance with the approved plan and Secretary's letter E 25/3/35. The deep tank also being intended for the carriage of dry cargo, bilge suction have been provided and tank flanging arrangements effected as per Rules

General Observations, Opinion, and Recommendation:—

It is recommended that this vessel's machinery remain as now classed in the Society's Register with notation " L.P. turbine D.R. gearing and hydraulic coupling."

(per Section 29) Kr. 150.-

Age or Repair Fee (if any) £ : :

Expenses (if chargeable) £ : :

Committee's Minute FRI. 21 JUN 1935

As now

Received by me, 25-6-35 26/6

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

w222-0151