

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

(Received at London Office 1 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
eg. Book. 4757 on the Machinery of the Wood, Iron or Steel S.S. "THODE FAGE LUND" (No. of Visits 7)

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

Nominal Horse Power 606 Boilers, when made (Main) 1920 (Donkey)
No. of Main Boilers 3 SB Owners W. H. Wilhelmsen Owners' Address Port Jonsberg Voyage

No. of Donkey Boilers 1 Managers Both - Kidderpore & Ruf Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock Both - Kidderpore & Ruf
in Donkey Boilers 1 (State name of Dock.) George Dry Kidderpore

Last Report No. Port Docking To. BS.
Particulars of Examination and Repairs (if any) FIRE DAMAGE REPAIRS

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.

Has a damage report been 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

Did the Surveyor examine the Safety Valves of the Main Boiler? no To what pressure were they afterwards adjusted under steam? 150 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? no To what pressure were they afterwards adjusted under steam? 150 lb

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

Did the Surveyor examine the drain plugs of the Main Boilers? no and of the Donkey Boilers? no

Has the screw shaft now been drawn and examined? no Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Good.

Has the shaft now fitted been previously used? no Has it a continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Re-wooded

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 150 lb

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? no

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

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.

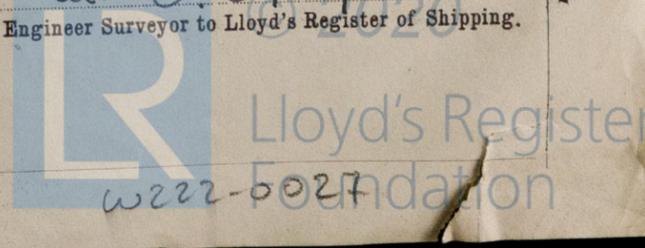
all boilers examined throughout; together with their mountings, manholes doors and fastenings and found in good order. Safety valves adjusted under steam.

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.C.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 29) Rupees 315/- Fees applied for 3-4-1941
Special Damage or Repair Fee (if any) £
Travelling expenses (if chargeable) Rupees 10/- Received by me, Sd. E. Diley
Committee's Minute Deposed FRI, 23 JAN 1942 Engineer Surveyor to Lloyd's Register of Shipping.
Assigned BS 4.41



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

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