

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

(Received at London Office JUN 18 1938)

of writing Report 17/6 19 38 When handed in at Local Office 17/6 19 38 Port of Oslo

Survey held at Oslo Date, First Survey 6/5 Last Survey 14/5 19 38  
(No. of Visits 6)

on the Machinery of the Wood, Iron or Steel screw steamer " THODE FAGELUND"

Gross 5757 Net 3504 Vessel built at Sunderland By whom Sir J. Laing & Sons Ltd When 1920 10

Engines made at Newcastle By whom Palmers & Co. Ltd. When 1920

Boilers, when made (Main) 1920 (Donkey)

Owners Wilh. Wilhelmsen Owners' Address Oslo  
(if not already recorded in Appendix to Register Book.)

Managers \_\_\_\_\_ Port Tonsberg Voyage \_\_\_\_\_

If Surveyed Afloat or in Dry Dock \_\_\_\_\_  
(State name of Dock.)

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) examined stern shaft.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on parts of Machinery (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 date and initials of any letters respecting this case.

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

Has a special damage report been 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?

Did the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time?

Were the Main Boilers examined as not done, state for what reasons?

Were parts of the Boilers could not be thus thoroughly examined?

Were 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?

What is the latest date of internal examination of each boiler? Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the stern shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the propeller shaft now been changed? If so, state reasons. Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the latest date of examination of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft.

Were engine parts, when referred to by numbers, should be counted from forward? Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

Where the survey is not complete, state what arrangements have been made for its completion and what remains to be done.

Where the vessel placed in floating dock. Examined propeller, stern bush, sea connections and fastenings in position.

Where repairs to tanktop in way of engine room the main steam engine with L.P. turbine was placed on shore.

Where the hollow shaft coupling was now removed and the cone end of thrust shaft examined and found in order and the coupling again shrunk on the shaft and the engine tried under working condition.

Where also attached letter dated 17th June 1938 regarding the cone end of thrust shaft.

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, E.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

It is recommended that this vessel's machinery remain as now classed in the Society's Register Book and her name to be removed from the Special Reason's list.

Signature of Surveyor: Soren Traug. Pedersen-Rohr  
Engineer Surveyor to Lloyd's Register of Shipping.

Signature of Committee: \_\_\_\_\_

Date: FRI 8 JUL 1938

Signature of Agent: \_\_\_\_\_

Signature of Owner: \_\_\_\_\_

Signature of Surveyor: \_\_\_\_\_

Signature of Committee: \_\_\_\_\_

Signature of Agent: \_\_\_\_\_

Signature of Owner: \_\_\_\_\_

Signature of Surveyor: \_\_\_\_\_

Signature of Committee: \_\_\_\_\_

Signature of Agent: \_\_\_\_\_

Signature of Owner: \_\_\_\_\_

Signature of Surveyor: \_\_\_\_\_

Signature of Committee: \_\_\_\_\_

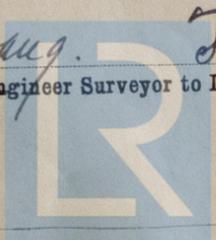
Signature of Agent: \_\_\_\_\_

Signature of Owner: \_\_\_\_\_

Signature of Surveyor: \_\_\_\_\_

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

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



Lloyd's Register Foundation

W222-0042

Case of Thrust Shaft

examined.

It is submitted the

vessel is eligible to  
 remain as classed  
 without special  
 condition.

BH

7/7/38



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Foundation