

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

(Received at London Office)

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 Vessel built at Sunderland By whom Sir J. Laing & Sons Ltd When 1920 10  
Net 3504 Engines made at Newcastle By whom Palmers & Co. Ltd. When 1920  
Power 606 Boilers, when made (Main) 1920 (Donkey)  
Main Boilers 3 Owners Wilh. Wilhelmsen Owners' Address Oslo  
(if not already recorded in Appendix to Register Book.)  
Donkey Boilers Pressure 150 Managers Tonsberg Port Tonsberg Voyage  
Donkey Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.)

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

Particulars of Examination and Repairs (if any) examined

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 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.

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.

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

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

Donkey " " "

Has not done, state for what reasons?

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

What 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?

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

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

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

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

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

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

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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?

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.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.

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

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

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.

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, B.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.

Committee's Minute \_\_\_\_\_

Received As now

Without Spl. Com.

Fees applied for 17/6 19 38

Received by me, \_\_\_\_\_

Signature of Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W222-0042



Cone of Thrust Shaft

Examined.

It is submitted the

Vessel is eligible to  
remain as classed  
without special  
condition.

BH  
7/7/38



© 2020

Lloyd's Register  
Foundation