

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28/8/37 When handed in at Local Office 31/8/37 Port of NEWCASTLE-ON-TYNE

No. in Survey held at NORTH SHIELDS Date, First Survey 30 July Last Survey 20 Aug 1937
Reg. Book. (No. of Visits 15)

35084 on the Wood, Iron or Steel "THODE FAGELUND"

TONNAGE:— By whom SUNDERLAND By whom SIR J. LAING & SONS LTD When 1920 MONTH. 10

GROSS 5757 Owners WILH. WILHELMSEN Owners' Address (if not already recorded in Appendix to Register Book) TONSBERG

UNDER DK. 5641 Managers Port belonging to TONSBERG

NET 3604 Surveyed Afloat or in Dry Dock? BOTH Name of Dock SMITH'S DOCK CO. Destined Voyage ✓

WB=Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 63119 Port Wab Nyk 37633

CHARACTER.	Date of last survey and of Periodical Surveys.	Machinery and Boiler surveys (including date of N.B., if any).
<u>100A1 SHELTER DRY</u>		<u>+L.M.C.</u>
<u>WITH FREEBOARD 6.36</u>		<u>M.S. 3.32</u>
<u>S.S. OSL. N°3-9.32</u>		<u>B.S. 7.35</u>
<u>CARRYING OIL FUEL</u>		<u>C.L. 9.34</u>
<u>FP above 150° F</u>		<u>FITTED FOR OIL</u>
<u>IN DEEP TANK ABOVE</u>		<u>FUEL 10.20 ABOVE</u>
<u>150°</u>		<u>150° F.P.</u>

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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF SPECIAL SURVEY 2ND NO (SEE NEW YORK RPT. N° 37220)

NOW DONE - vessel placed in dry dock, the bottom and rudder, cleaned, examined found or placed in good condition and recoated.
Rudder lifted, examined, 1 bush renewed and rudder replaced.
Holds, peaks, tween decks, coal bunkers, and machinery spaces cleared.
ceiling lifted from tank tops in holds and bunkers as required by the Rules. Limber boards removed. Steelwork generally (including ash shoot and shell plating in way of opening) examined, sealed and coated as found necessary. All double bottom, peak tanks, and deep tanks tested by water pressure and examined internally.
ceiling and limber boards relaid. Plating in way of sidelights (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	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
<u>GOOD</u> King of Decks	<u>YES</u>	<u>GOOD</u>	
<u>"</u> Bulkheads	<u>YES</u>	<u>"</u>	
<u>"</u> Ceilings	<u>GOOD</u>	<u>"</u>	<u>GOOD</u>
<u>"</u> Cement or Asphalt PART (State which.)	<u>"</u>	<u>"</u>	<u>"</u>
<u>"</u> Rudder	<u>"</u>	<u>GOOD</u>	<u>BY EXAMINATION</u>
<u>"</u> Steering gear and its connections	<u>"</u>	<u>"</u>	<u>(State if wedges removed) YES</u>
<u>"</u> Windlass	<u>"</u>	<u>"</u>	<u>Sails</u>
<u>"</u> Have pumps now been examined and found efficient? <u>YES</u>	<u>"</u>	<u>"</u>	<u>Equipment letter</u> <u>Y</u>
<u>"</u> Have Sluice Valves now been examined and found efficient? <u>✓</u>	<u>"</u>	<u>"</u>	<u>Anchors, No. of</u> <u>3B. 1.5</u>
<u>GOOD</u> Have Watertight Doors now been examined and found efficient? <u>YES</u>	<u>"</u>	<u>"</u>	<u>Chain Locker</u> <u>GOOD</u>
<u>"</u> Have Ventilators and their Coamings been examined and found efficient? <u>YES</u>	<u>"</u>	<u>"</u>	<u>Cables (State if now ranged) YES</u>
<u>"</u> Bottom Plating	<u>"</u>	<u>"</u>	<u>" length 270 FMS mean diam. 2 1/8"</u>
			<u>" (on board) 270 FMS size 2 3/16"</u>
			<u>" Rule length 270 FMS size 2 3/16"</u>
			<u>Hawser & Warps</u> <u>GOOD</u>
			<u>Standing and Running Rigging</u> <u>"</u>

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 in an efficient condition and eligible in our opinion to remain classed in the Register Book with fresh record of survey 8,37 and the notation of S. Shd. 101-37 subject to repairs being effected to the tank top in way of engine room at the first convenient opportunity & to the double bottom tank in way not being used until the repairs have been carried out. without previous special conditions.

Survey Fee (per Section 20) £ 18 : 15 : 0 Fees applied for, 1 SER. 1937
 Additional Damage or Repair Fee (if any) (per Sec. 20) £ : :
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 Received by me, 9.9.1937 S.B. Lumsden & Alex R. Swanson
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE 28 SEP 1937
 Character Assigned 100A1 subcl. Shell. Sh. with S. Shd. 101-37
write own (S.S. 8.37) Carr: oil fuel reg + L.M.C. 3rd 12.36 subcl. B.S. 8.37 + N.B. 8.37
Intt. for oil fuel

SEP 6 1937

W 222-0064 (1/2)

In Certificate required? If so, to be sent to



CONT. SHEET 1.

S. S. THODE FAGELUND

S. S. 2ND NO. 1.

The double bottom under Engines and Boilers which had originally been two separate tanks, has, at some previous time been made into one tank by fixing the dividing tank end. After testing this tank, considerable leakage was found in the Engine Room in way of tank side gusset seam to tank margin, seam of tank margin to outer strake of tank top plating, in way of auxiliary seatings and main engine holding down bolts. A number of tank top rivets in Engine Room were found to be slack. In way of Boiler Room leakages were found in way of tank side gusset seam to tank margin and on forward tank end.

The tank side gusset seam port and starboard in Boiler room has been rivetted and caulking and rivetting on forward tank end overhauled. The openings in dividing tank end between engine and boiler room have been closed with rivetted plates and Boiler Room tank tested and found satisfactory. Pumping arrangements to this tank have been amended in accordance with Rule requirements (See also Machinery Rpt.). The repairs in way of Engine Room necessitated a considerable amount of removals, and as the vessel was urgently required the owners wish to postpone these repairs until a more favourable opportunity. In the meantime the Engine Room double bottom tank is not to be used, and as therefore the efficiency of the vessel is not affected the owners proposal in our opinion merits the favourable consideration of the Committee.

S.R. LIST

The outer plates (EN. 6, 36) have been examined and remain efficient.

The Screen bulkhead aft of boilers has been dealt with at this time.

The fidley top plating has been cleaned, specially examined and found efficient.

It is submitted that the foregoing items may now be deleted from the S.R. List.

The vessel has been reboilered at this time and the Boiler Room tank top and seatings were examined before the new boilers were fitted.

SBL



© 2020

Lloyd's Register Foundation

S. S. 2ND NO. 1 CONTD. Examined Decks and Basings examined. Chain cables ranged and examined. Chain locker examined and cables replaced. Anchors, masts, rigging (See Report attached) and general equipment examined. Hatch covers, supports and fastenings examined in position at the hatchways. Ventilator coamings and covers examined. Quadrant, windlass, hand pump, watertight doors and air sounding pipes examined and found or placed in good condition. Doubling plates found or fitted under all sounding pipes. Freeboard verified.

WEAR & TEAR REPAIRS. Rudder streamline plating part renewed.

Port and starboard anchor crown pins renewed (Bend tests satisfactory). 2 joining shackle pins renewed.

SHELL.

Shell plates A1 and B1, port and starboard renewed. No 2 keel plate rivetted. Caulking and rivetting of shell seams and butts in way of aft peak tank overhauled as found necessary.

NO 2 D.B. TANK.

11 Tank margin gusset plates & 17 margin lugs on port side rivetted. 8 Tank margin gusset plates and 9 margin lugs on starboard side rivetted.

NO 3 D.B. TANK.

4 Tank margin gusset plates and 5 margin lugs on port side rivetted. 6 Tank margin gusset plates and 2 margin lugs on starboard side rivetted.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.	lbs.	Owts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
									Fathoms.			

Iron Stream Chain or Steel Wire...

NO 4 TANK. 6 Tank margin gusset plates on port side rivetted.

Caulking of seams and butts on nos. 1, 2, 3, 4 & 5 DB Tank tops overhauled & made good. Tanks retised on completion of repairs and found satisfactory.

3 Engine Room ventilator part renewed. 2 Stokerhold ventilators renewed.

83 Hatch covers and 58 Hatch cleats renewed.

11 Air pipe runways renewed.

A number of minor wear & tear repairs effected

SBL

PLEASE SEE CONT. SHEET 1.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

1277900-2220