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## Lloyd's Register of Shipping,

71, Fenchurch Street, E.C.3.

15th January, 1937.

Dear Sir,

S. With reference to the classification in the Society's Register Book of your steamer "THODE FABELUND", I beg to acquaint you that in October last the Society's Surveyors at Buenos Aires reported that the fire box plating in the port boiler was cracked and that there was considerable leakage and some defective rivets in a shell buttstrap of the centre boiler.

Temporary repairs were effected and it was recommended that permanent repairs should be carried out on her arrival at Philadelphia.

In view of the serious nature of this report, the Society's Surveyors at Philadelphia were subsequently joined in their inspection by the Senior Engineer Surveyor at New York, and they report that on removal of part of a shell buttstrap of the centre boiler, the shell plating was found to be cracked to a dangerous extent and the boiler unfit for further use.

Some temporary repairs were effected to the port boiler at Philadelphia on account of the cracked fire box plating, a broken rivet in a shell buttstrap was repaired by welding and a few other leaky rivets in that strap were caulked and the

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(2)S. "THODE FAGELUND".

boiler tested by water pressure.

A further examination of this boiler was made on the vessel's arrival at New York when the condition was found to be definitely worse than at Philadelphia. Several rivet heads in the buttstraps were broken and there was leakage from several other rivets in the port buttstrap. The port buttstrap was then removed and shell plating on one side of the butt found to be dangerously cracked.

The boiler was temporarily repaired by fitting a wider outer strap with four rows of rivets in the sound part of the shell clear of the cracked portion.

This repair was considered efficient for a reduced working pressure of 150 lbs. and the safety valves were adjusted accordingly, and in the circumstances the vessel's class has been continued subject to the boiler pressure being reduced as now arranged, to the centre boiler not being used again and the port and starboard boilers being re-examined on the vessel's return to the U.S.A., or in any case before the end of March next.

As regards the hull, the Surveyors report that the Second Special Survey No. 1 was commenced last month by the examination of the steering engine.

The fidley top was found somewhat corroded and will require partial renewal.

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S.S. "THODE FJÆLUND".

It is understood that the question of the completion of this inspection is in abeyance pending your decision as regards the boilers.

I shall, however, be glad to be advised of your final intentions on this point.

I am, Dear Sir,

Yours faithfully,

Clerk to the  
Classification Committee.

W. Wilhelmsen, Esq.,  
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