

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 28th June, 1946 When handed in at Local Office 28th June, 1946 Port of Galveston, Texas

No. in Reg. Book. Survey held at Galveston, Texas Date, First Survey 6th Jan. Last Survey 31st May, 1946 (No. of Visits 24)

54092 on the ~~Wood Iron~~ Steel M.V. "SVEABORG"

TONNAGE:— Built at Malmo By whom Kockums M. V. Aktieb. When 1944 4
 GROSS 8597 Owners Stockholms Rederiaktieb. Svea Owners' Address
 UNDER DK. 7677 Managers Eman. Hogberg (if not already recorded in Appendix to Register Book).
 NET 5144 Port belonging to Stockholm

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd Galveston Dry Destined Voyage Docks, Inc.

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.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 23707 Port SWS

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In 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 Yes, not re-

quired for Explosion or Fire, Collision

Damage Report copy herewith

Was a damage report made by anyone else? if so, by whom? Fire-Swedish Underwriters

REPAIRS, OR EXAMINATION AS PER RULE, FOR Explosion Damage on the 27th December, 1945, Fire Damage on the 18th January, 1946, and Collision Damage with the S/S "Cottonwood Creek" on the 3rd March, 1946.

For further particulars please see vessel's log books, and enclosed Collision Damage Report 10.

Now Done for Explosion Damage on the 27th December, 1945.

All superstructure debris removed, vessel placed on dry dock, and the following repairs carried out—

Port Side Shell Plating (Drawing 15G)

	New	Fair
Plate No. 2 on C strake renewed.	1	
Plate No. 3 on C strake faired in place.		1
Plate Nos. 1, 2 and 3 on E strake renewed.	3	
Plate No. 4 on E strake cropped and part renewed.	1 pt.	
Plate Nos. 2, 3, 4 and 5 on F strake renewed.	4	

Plate No. 2 on C strake renewed.

Plate No. 3 on C strake faired in place.

Plate Nos. 1, 2 and 3 on E strake renewed.

Plate No. 4 on E strake cropped and part renewed.

Plate Nos. 2, 3, 4 and 5 on F strake renewed.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames Long Trans.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	26 lpt.	49	22	4 3 pt.	See Rpt.	—	38 4pt.	See Rpt. for full particulars
Removed and Faired or Repaired	2	—	—	—	—	—	—	1 cruiser stern removed &
Faired or Repaired in place	6	4 lpt.	9	2 2 pt.	—	—	2	faired

PRESENT CONDITION OF THE

Decks Good	Bulkheads Good	Engine Room Skylights Destroyed	Copper, or Y.M. (State if on Felt.)
Caulking of Decks "	Ceiling —	Coal Bunkers, Openings, Covers, &c. —	When fitted, Month — Year —
Coamings "	Cement or Asphalt —	Oil Bunkers —	Boats Good
Beams & Fastenings "	Rudder See Report	Scuppers —	Masts, Yards, &c. Good
Outside Plating "	Steering gear and its connections See Rpt.	Cargo Hatchways Good forward	Condition, how ascertained From deck (State if wedges removed.)
" " in way of sidelights midship	Windlass —	Hatches Good forward	Equipment letter dt
Frames Good	Have pumps been examined and found efficient? —	Planking —	Anchors, No. of 3 B. 1 S.
Reverse Frames "	Have Sluice Valves been examined and found efficient? —	Caulking —	Cables (State if now ranged) No
Longitudinals "	Have Watertight Doors been examined and found efficient? —	Treenails —	" length Not ranged mean diam.
Transverses "	Have Ventilators and their Coamings been examined and found efficient? —	Breasthooks & Stemson —	" Rule length 300 fms. size 2 8/16
Floors "	Air and Sounding Pipes —	Transoms, Pointers & Crutches —	Chain Locker —
Keelsons "	Doubling Plates under Sounding Pipes —	Timbers of Frame at openings —	Hawsers & Warps Efficient
Stringers "		" " at other places —	Standing and Running Rigging "
Inner Bottom Plating "		Stringers, Clamps & Shelves —	Sails —
Have the Tanks been examined internally? Yes		Saltine (State if examined.)	
Have the Tanks been tested? No			

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

It is recommended that she is fit to be towed in ballast to a Swedish port subject to shell plates F6, F7, G6 & G7 (p. & s.) renewed, J5 & J6 renewed, G17, H16, J7 and J12 permanently re-

paired (s.s.) and internal in way of all aforementioned plates repaired. Engine room skylight and after quarters renewed, stern frame E. W. and reinforced 5,46 examined next docking, rudder post renewed by 2,46 (3 mos. limit). Permanent repairs to bow damage & indented plating in way Nos. 3 & 4 centre tanks (s.s.) next docking being fit to carry ballast on voyage to a Swedish port.

Survey Fee (per Section 29)	£1100.00	Fees applied for, 6/6/ 1946
Special Damage or Repair Fee (if any) (per Sec. 29)	£50.00	Received by me, 10/6/ 1946
Late Fees	£20.00	
Travelling Expenses (if chargeable)	£7.00	
L. D. Phone Calls	£5.00	
Second Surveyor's Fee (if any)	£	

Committee's Minute

Character Assigned

NEW YORK JUL 17 1946

Deferred for Repairs

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

003450-00345-030216

YES
NOW

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

(The Surveyors are requested not to write on or below the space for Committee's Minutes.)

(PRINTED IN U.S.A.)

Is Certificate required? If so, to be sent to

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

[illegible]

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

[illegible]

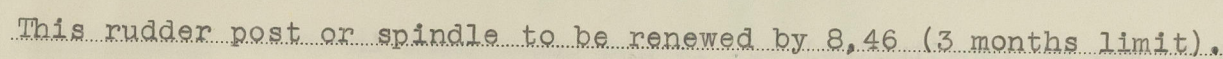
Hand-drawn technical drawing of a mechanical assembly, likely a bracket or support structure, showing dimensions and weld specifications.

Dimensions and Labels:

- Top Section:** Labeled "8" x 1 1/8" REINFORCING BAR WELDED TO FRAME." The width is 8 inches, and the height is 1 1/8 inches.
- Welds:** Labeled "2. FRACTURES WELDED" and "FRACTURE WELDED".
- Bottom Section:** Labeled "2. 6" x 2" x 8:0" FLAT BARS WELDED TO SOLE PIECE." The width is 6 inches, the height is 2 inches, and the length is 8:0 inches.
- Other Dimensions:** The bottom section has a width of 8:0 inches and a height of 1 inch. The top section has a width of 8 inches and a height of 1 1/8 inches.
- Section Lines:** Labeled "SECTION B-B" and "SECTION A-A".

These fractures to be further examined at next dry docking, see certificate.

Rudder Post or Spindle found fractured between flange and brass liner, veed out, welded and reinforced with steel liner as temporary repair, see sketch.



Web Frames and Beams above Main Deck (Drawings 25G and 32G)

	New	Pair
Frame B renewed.	1	
Beam renewed the entire length from port to starboard.	1	
Frame No. 9 renewed.	1	
Frame No. 13 renewed.	1	
Frame No. 17 renewed.	1	
Frame No. 21 renewed.	1	
Frame No. 25 renewed.	1	
Frame No. 29 renewed.	1	
Frame No. 33 renewed.	1	

Frame B faired in place. 1 ✓

Web Frames and Beams in Engine Room between 2nd and Main Deck (Drawing 32G)

Frame No. 13 renewed.....	1
Beam at Frame No. 13 renewed.....	1
Bracket inside of pillar at Frame No. 13 renewed.....	1
Frame No. 17 renewed.....	1
Beam at Frame No. 17 renewed.....	1
Frame No. 21 renewed.....	1
Beam at Frame No. 21 renewed.....	1
Frame No. 25 renewed.....	1
Beam at Frame No. 25 renewed.....	1
Frame No. 29 renewed.....	1
Beam at Frame No. 29 renewed.....	1

Frame No. 13 renewed.	1
Beam at Frame No. 13 renewed.	1
Bracket inside of pillar at Frame No. 13 renewed.	1
Frame No. 17 renewed.	1
Beam at Frame No. 17 renewed.	1
Frame No. 21 renewed.	1
Beam at Frame No. 21 renewed.	1
Frame No. 25 renewed.	1
Beam at Frame No. 25 renewed.	1

Frame No. 29 renewed.
Beam at Frame No. 29 renewed.
Frame No. 33 renewed.
Beam at Frame No. 33 renewed.

Web Frames and Beams in Engine Room below 2nd Deck (Drawing 32G)

Port Side

Frame No. 13 cropped in way of longitudinal No. 13 and upper part including beams under 2nd deck and boiler platform renewed complete.

Frame No. 17 cropped in way of longitudinal No. 14 and upper part including beams under 2nd deck and boiler platform renewed complete.

Frame No. 21 cropped in way of longitudinal No. 11 and upper part including beam under 2nd deck renewed complete.

Frame No. 33 top outboard section and beam with face plate renewed.

Starboard Side

Frame No. 13 cropped in way of longitudinal No. 12 and upper part including beams under 2nd deck and boiler platform renewed complete.

Frame No. 13 between longitudinal No. 12 and No. 13 faired in place.

Frame No. 17 cropped in way of longitudinal No. 14 and upper part including beams under 2nd deck and boiler platform renewed complete.

Frame No. 21, beam in 2nd deck faired in place.

Frame No. 25 cropped between longitudinals 8 and 9 and upper part including beam under 2nd deck renewed complete.

Frame No. 29 cropped between longitudinal 7 and 8 and upper part including beam under 2nd deck renewed complete.

Frame No. 33 top outboard section faired in place.

Beam with face plate renewed.

Longitudinal Frames between Main Deck and Poop Deck (Drawing 14G)

Port Side

1st and 2nd longitudinals above main deck from existing butts in way of bulkhead F to frame 37 renewed.

Longitudinal Frames between 2nd and Main Deck (Drawing 14G)

Port Side

Longitudinal Nos. 4 and 5 renewed from frame 9 to frame 22.

Longitudinal No. 6 renewed from frame 9 to frame 24.

Longitudinal No. 7 renewed from frame 9 to frame 24.

Longitudinal No. 8 renewed from frame 17 to frame 25.

Longitudinal Nos. 9, 10 and 11 renewed from frame 9 to frame 21.

Starboard Side

Longitudinal Nos. 4, and 5 renewed from frame 9 to frame 16.

Longitudinal No. 6 renewed from frame 9 to frame 23.

Longitudinal No. 7 renewed from frame 9 to frame 22.

Longitudinal No. 8 renewed from frame 17 to frame 25.

Longitudinal Nos. 9 and 10 faired in place from frame 9 to frame 13.

Web Frames and Beams between 2nd and Main Deck Aft of Engine Room (Drawing 25G)

Port Side

Frame No. 2 renewed.

Frame No. 5 squash bulkhead renewed.

Starboard Side

Frame No. 5 squash bulkhead renewed.

Beam under Main Deck

Between longitudinal bulkheads on frames "O" and "5" complete with brackets, renewed.

Bulkhead on Frame "B" between 2nd deck and Main Deck (Drawing 25G)

Upper plate renewed from shell plating on port side to longitudinal bulkhead on starboard side 2725 mm from centre line.

Lower plate faired in place.

7 vertical and 2 horizontal stiffeners renewed.

Top plate and forward end plate of rudder trunk on 2nd deck renewed.

Bulkhead on Frame No. 9 (Drawing 25G)

Bulkhead cropped in way of longitudinal No. 11 and upper part up to main deck renewed complete with all stiffeners, brackets and attachments.

Bulkhead between longitudinal Nos. 11 and 13 faired in place.

New Fair

1
1
1
1

1

1

1

1

1

1

1

1

1

1

1

1

2

2

1

1

1

3

2

1

1

1

2

1

1

1

2

1

9

2

1

1

Rpt. 9a.

-5-

Port of Galveston, Texas

Continuation of Report No. 4711

dated 28th June, 1946

on the

M/V "SVEABORG"

After Peak Tank (Drawing 25G)

Bottom Transverse Floors

Floor No. "O"

Top outboard plate on port side renewed.

Lower plate on port side renewed, approximately 2000 x 1000 complete

with stiffeners.

Top centre plate faired in place.

Floor No. 1 faired in place.

Floor No. 2 renewed.

Floor No. 3 cropped on port side and renewed approximate size 1250mm x

1000 mm complete with stiffeners.

Floor No. 4 renewed complete.

Floor No. 5 cropped from top approximately 1700 mm and renewed.

Floor No. 6 cropped from top approximately 1500 mm and renewed.

Floor No. 7 upper part faired in place.

Floor No. 8 upper part faired in place.

Web Frames and Beams

Web frame No. 2 port side renewed.

Web frame No. 2 starboard side faired in place.

Web frame No. 5 port and starboard side renewed.

Web beams on frames No. 2 and No. 5 renewed.

Vertical shell angles on frame Nos. 1, 3, 4, 6, 7 and 8 port side renewed.

Vertical shell angles on frame Nos. 7 and 8 on starboard side renewed.

Longitudinal Frames (Drawing 14G)

Port Side

Longitudinals Nos. 5, 6, 7, 8, 9, 10 and 11 renewed the full length to

bulkhead at frame No. 9.

Starboard Side

Longitudinals Nos. 5, 6, 7, 8, 9, 10 and 11 part released, faired and

rewelded in way of plates dealt with.

Longitudinal Squash Bulkhead (Drawing 25G)

Centre line squash bulkhead from frame O to frame 9 renewed complete with

all vertical stiffeners.

One ladder renewed.

One panting beam on frame 7 renewed.

Centre line vertical web on bulkhead frame 9 below squash bulkhead renewed.

Longitudinal Bulkheads between 2nd and Main Decks from Frame "B" to

Frame 9 (Drawing 25G)

Longitudinal bulkheads on starboard and port sides renewed complete with

stiffeners.

2nd Deck (Drawing 33G)

Centre Strake

Plate around rudder trunk renewed.

Plate No. 4 renewed.

New Fair

1

1

1

1

1

1

1 pt.

1

1 pt.

1 pt.

1 pt.

1 pt.

1

1

2

2

6

2

7

7

7

1

1

1

1

2

2

1

1

2nd Deck (Drawing 33G)

Port Side

Plate No. 3 renewed.
Plate No. 5 renewed.
Plate No. 6 renewed.
Plate No. 7 renewed.
Plate No. 8 renewed.
Plate No. 11 renewed.
Plate No. 12 renewed.
Plate No. 15 renewed.

New
1
1
1
1
1
1
1
1

Starboard Side

Plate No. 3 renewed.
Plate No. 5 renewed.
Plate No. 6 renewed.
Plate No. 7 renewed.
Plate No. 8 renewed.
Plate No. 9 renewed.
Plate No. 11 renewed.
Plate No. 12 faired in place.

1
1
1
1
1
1
1
1

All longitudinal beams renewed.

All headers under deck port and starboard side renewed.

Longitudinal girders port and starboard sides from frame 9 to frame 37 renewed.

Manholes with covers arranged as original.

Bracket plates in way of bulkhead No. 37 renewed.

Main Deck (Drawing 35G)

Plate No. 2 renewed.
Plate No. 2A renewed.
Plate No. 3 renewed.
Plate No. 3A renewed.
Plate No. 67 renewed.
Plate No. 22 port and starboard sides renewed.
Plate No. 23 port and starboard sides renewed.
Plate No. 24 port and starboard sides renewed.
Plate No. 25 port and starboard sides cropped and renewed from bulkhead 37 forward.

1
1
1
1
1
2
2
2
2
2
2 pt.

The above plate aft of bulkhead 37 approximately 2500 mm x 1000 mm faired in place.

Plate No. 38 port and starboard sides renewed.
Plate No. 39 port and starboard sides renewed.
Plate No. 40 port and starboard sides renewed.
Plate No. 41 port and starboard sides renewed.
Plate No. 53 port and starboard sides renewed.
Plate No. 54 port and starboard sides renewed.
Plate No. 55 port and starboard sides cropped at after end and renewed approximately 4000 mm in length.

2
2
2
2
2
2
2 pt.

Opening in Main Deck

Emergency escape from engine room, and manhole with covers to fresh water tanks arranged as original.

Longitudinal Deck Beams

All longitudinal beams renewed from bulkhead B to 37.

Strong Beam on Frames 25 and 26 (Drawing 35G)

Renewed complete.

1

Pillars in Engine Room (Drawing 32G)

Port Side

Pillars on web frames Nos. 13, 17, 21, 25, 29 and 33 renewed complete with brackets up to main deck.

6

Starboard Side

Pillars on web frames Nos. 13, 17 and 25 renewed complete with brackets up to main deck.

3

Pillars on web frames Nos. 21, 29 and 33 renewed between 2nd and main deck with brackets at 2nd deck.

3 pt.

Transverse Bulkheads on Main Deck (Drawing 36G) on Frame "F"

Bulkhead renewed except outboard sections on port and starboard sides, total of 4 plates complete with stiffeners and 7 ladder rungs.

4

Poop deck bulkhead angle renewed.

1

Main deck bulkhead angle faired in place.

1

Bulkhead at Forward End of Steering Engine Room at Frames 0* and 2* Bulkhead renewed complete with one door.

1

Poop Deck

Poop deck, aft of forward steering engine room bulkhead (at frames 0* and 2*) renewed complete with beams, brackets and headers. Deck plating extended about 100 mm forward of bulkhead. Existing mooring bits and fairleads removed and replaced as original. Flag staff and side handrail fitted as original. Temporary forward handrail and one ladder from main deck fitted.

Port of Galveston, Texas

Continuation of Report No. 4711

dated 28th June, 1946

on the

M/V "SVEABORG"

Stringer plate 2'-0" x 3/8" fitted from forward end of steering engine room bulkhead to poop front bulkhead on port side to act as a stiffener with 16 channel bracings to deck.

Donkey Boiler Platform Drawing 32G and 59G

Boiler platform renewed complete.

Seatings and brackets for starboard boiler renewed.

Starboard Boiler

Three chocks removed, faired and refitted with new studs with nut on inside of boiler.

One chock renewed with new studs with nut on inside of boiler.

Also mentioned in Rpt. 9.

Removals for Access

Rudder stoppers, rudder brake and fitting for emergency steering tackle, etc. removed and replaced.

2nd Deck

Spare parts removed to forward dry cargo hold.

Steam driven generator with seating removed, seating faired, repaired and generator replaced.

Auxiliary condenser observation tank, feed water tank and filter removed, seating faired and repaired and tanks replaced.

Six oil tanks with seatings removed and replaced.

Two soft soap containers, one vice, one transformer, sundry tools, one plate shear, one working bench, one anvil, one lathe, one shaping machine, transmission shafting and sundry stores removed to forward dry cargo hold.

Shelves, bins, lockers, etc. in storeroom removed as necessary and temporarily replaced.

Engine Room

Oil coolers, valves and pipes removed and placed in forward dry cargo hold.

Propeller and Shaft

Propeller removed and stored on deck with steel clamps.

Tailshaft examined, found in good order, stored in engine room fitted with strong steel clamps to hold shaft in position.

Stern tube blanked off, inside and outside tested and found tight.

Intermediate shaft temporary replaced in position (also mentioned in rpt. 9).

Coamings, beams and cover for opening in main deck over engine room (considered temporary work in shelter space).

Coaming 12" x 1/2" plate with 3" half round moulding on top welded to main deck plating at fore, aft, and side of opening between transverse frame No. 13 and 37.

One fore and aft 10" x 3 1/2" channel beam, fitted on centre line between end coamings at frames 13 and 37 welded to strong beams on frames 25 and 26.

Transverse beams 8" x 3 1/2" channel on frames 15, 17, 19, 21, 23, 27, 29, 31, 33 and 35 on port and starboard sides fitted and welded between side coamings and centre fore and aft beams.

Note:- Pitch of 2 frames spaces equal about 5'-0".

Upper edge of all transverse beams are 3" below top edge of side coamings.

3 1/2" flat bar support for timber hatch cover welded to end coamings, 3" below top edge.

Hatch opening covered with 3" timber planking laid longitudinally and bolted down.

covered with heavy roofing tar paper fixed in position with stout nails, the whole then covered with a specially strong tarpaulin cover fixed in position with strong steel flat hatch bars and timber wedges against strong steel cleat welded to hatch coaming, pitched about 18".

Note:- Ample spare timber wedges were supplied.

All new and repaired work tested out, found or made tight and 2 coats of suitable paint applied.

Suitable hand steering gear was fitted on after poop deck to enable vessel to be hand steered by 3 men at 7 to 8 knots, tested out and found satisfactory.

Rudder carrier bearing on main deck renewed.

Rudder carrier bearing on 2nd deck removed and refitted.

Standard Compass on deck house amidship removed and refitted on poop deck alongside hand steering gear.

All bottom sea valves in way of Engine Room examined and blanked off except one for temporary fire and sanitary pump. (Also mentioned in Rpt. 9)

Temporary 5 K.W. 115 Volt D.C. electric generator driven by a water cooled gasoline engine fitted on main deck behind poop forward bulkhead to provide power to bilge and sanitary pump light to midship accommodation and the necessary navigation lights.

Existing 2 1/2 bilge and sanitary pump overhauled, motor rewound to operate on 115 volts D.C. (also mentioned in Rpt. 9).

Temporary Accommodation under Bridge Amidship on Main Deck

Two temporary rooms to accommodate 4 men to a room for crews quarters built of timber framing, planked over with tongued and grooved boarding.

One timber ice box with two compartments over all size 8'-3" x 4'-7" x 6'-2".

One temporary provision store provided.

One temporary ships galley provided complete with all fittings.

Fresh Water Service Line from after fresh water tanks

One suitable hand pump complete with piping to deliver water to accommodation midship tested out and found in good order.

Telephone to Hand Steering Gear on Poop Deck from Amidship bridge tested out and found in good order.

The following lengths of electric cable supplied for installing in vessel when complete machinery and hull repairs are carried out in Sweden -

(A)	525'	ELECTRIC CABLES	400 Mcm-1	conductor-VCLGA Cable
(B)	125'	"	300 Mcm-1	" -VCLGA "
(C)	675'	"	250 Mcm-1	" -VCLGA "
(D)	600'	"	#4/0 AWG-1	" -VCLGA "
(E)	1300'	"	#3/0 AWG-1	" -VCLGA "
(F)	125'	"	#1/0 AWG-1	" -VCLGA "
(G)	2000'	"	#1 AWG-1	" -VCLGA "
(H)	1500'	"	#2 AWG-1	" -VCLGA "
(I)	500'	"	#4 AWG-1	" -VCLGA "
(J)	1000'	"	#8 AWG-1	" -VCLGA "
(K)	200'	"	#10 AWG-1	" -VCLGA "
(L)	100'	"	#12 AWG-1	" -VCLGA "
(M)	1000'	"	#6 AWG-2	" -VCLGA "
(N)	500'	"	#8 AWG-2	" -VCLGA "
(O)	300'	"	#10 AWG-2	" -VCLGA "
(P)	125'	"	#12 AWG-2	" -VCLGA "
(Q)	3000'	"	#14 AWG-2	" -RLGA "
(R)	50'	"	#8 AWG-3	" -VCLGA "
(S)	50'	"	#10 AWG-3	" -VCLGA "
(T)	1000'	"	#14 AWG-3	" -RLGA "
(U)	100'	"	#14 AWG-4	" -RLGA "
(V)	1000'	"	#14 AWG-6	" -RLGA "
(W)	1000'	"	#14 AWG-8	" -RLGA "
(X)	1000'	"	#14 AWG-16	" -RLGA "

RLGA - Rubber insulated, lead sheathed and galvanized armored.

VCLGA- Varnished cambric insulated, lead sheathed and galvanized armored.

All cable to be tinned, stranded, lead sheathed and galvanized armored basket weave. (Also mentioned in Rpt. 9)

Funnel, part of damaged port boiler, and starboard after lifeboat fastened on forward deck.

Exhaust boiler, sundry deck and machinery spare parts stored in fore dry cargo hold. Fore deep and after peak tanks tested, also all new and repaired work tested and coated.

Stated due to fire damage on the 18th January, 1946, this vessel was examined on the 2nd March, 1946 at Todd Galveston Dry Docks, Inc. plant, Galveston, Texas.

The owners did not require a damage report.

The damage found, and recommendations to place vessel in the same good and efficient condition as prior to alleged damage sustained are as follows -

Port of Galveston, Texas

Continuation of Report No. 4711

dated 28th June, 1946

on the

M/V "SVEABORG"

FOUND	RECOMMENDATION
Shell plating port side	
Plate No. 6 and 7 on F. strake badly buckled and scorched with fire.	To be renewed.
Plate No. 6 and 7 on G. strake badly buckled and scorched with fire.	To be renewed.
Shell plating starboard side	
Plate No. 6 and 7 on F. strake badly buckled and scorched with fire.	To be renewed.
Plate No. 6 and 7 on G. strake badly buckled and scorched with fire.	To be renewed.
Plate No. 5, 6 and 7 on J. strake badly buckled and scorched with fire.	To be renewed.
Internals	
Port side below 2nd Deck	
Web frame No. 25 slightly buckled.	To be faired in place.
Web frame No. 29 badly buckled at outboard section.	To be cropped and renewed.
Web frame No. 33 second section from top with face plate slightly buckled.	To be faired in place.
Longitudinal frames Nos. 4, 5, 6, 7 and 8 from frame No. 25 to bulkhead No. 37 badly buckled and scorched with fire.	To be renewed.
Starboard Side below 2nd Deck	
Web frame No. 25 between longitudinals 8 and 9 and upper part including beam under 2nd deck badly buckled and scorched with fire.	To be cropped and renewed.
Web frame No. 29 below longitudinal 7 and 8 and upper part including beam under 2nd deck badly buckled and scorched with fire.	To be renewed.
Web frame No. 33 top outboard section slightly buckled.	To be faired in place.
Beam with face plate twisted.	To be renewed.
Longitudinal frame starboard side above main deck	
Longitudinals No. 1 and 2 slightly twisted between frame No. 5 to frame No. 33.	To be removed, faired and replaced.
Below 2nd Deck	
Longitudinal Nos. 4, 5, 6 and 7 from frame No. 21 to frame No. 37 badly twisted and scorched with fire.	To be renewed.
Side Lights	
19 side lights on starboard side frames badly twisted & scorched with fire.	To be renewed.

FOUND

RECOMMENDATION

10 side lights on port side frame
badly twisted and scorched with fire.

To be renewed.

2nd Deck port side in way of bunker space
Deck plate No. 10 and 13 badly twisted and
scorched with fire.

To be renewed.

5 longitudinal beams in way of above plates
slightly twisted.

To be removed, faired and replaced.

Transverse bulkhead No. 37
Plate No. 7 port side slightly buckled.

To be removed, faired and replaced.

Plate No. 7 starboard side slightly
buckled.

To be faired in place.

Stiffeners in way of the above plates
slightly buckled.

To be removed, faired and replaced.

Spare Steering Gear
Wire and tackle for spare steering gear
badly scorched with fire.

To be renewed.

Life Boat Aft Port Side
Missing life boat aft, port side (duplicate
of starboard aft life boat without engine)
and complete equipment as stated below.

To be renewed.

8 yellow pine oars
1 steel mast with sail and fittings
2 boat plugs
2 axes
1 rudder tiller
1 lantern
1 compass
1 oil container for 5 liters
1 oil bag
1 bread box
12 red lights
1 first aid kit
8 rowlocks
1 boat hook
1 baler
1 hand pump with rubber hoses
1 boat painter
1 drag sail
1 water container with pitcher and 3 graded stainless steel cups
matches in watertight container
1 storage box
1 canvas spary hood complete with accessories
1 knife and 1 whistle
1 yellow flag 1.5 x 2.5 wide
1 watertight container with: charts, protractor, writing paper, pencil, rubber, sailmak
palm, needles, yarn, saw, 2 chisels and one pair of tongs
1 torch with 2 spare batteries and 2 bulbs
1 tarpaulin
Fishing tackle
10 blankets
10 rubber overalls
1 life buoy with line
2 semaphor flags
12 rockets
1 cooking kit with fuel and cooking utensil
28.5 kg. canned foods as per rules
2 buckets
2 kerosene containers (total 15 liters)
2 heaving lines
1 water container with line
1 asbestos blanket
Wooden cover for boat complete

Damage stated due to collision with the S/S "Cottonwood Creek" on the 3rd March, 1946.

Please see vessel's log book and special Report 10 enclosed herewith.

This vessel was examined on the 9th and 11th March, 1946 at Todd Galveston Dry Docks, In
plant, Galveston, Texas.

No. 5 Starboard Wing Tank (forward)

Found plate 17 on G strake (1st below sheer) indented approximately 3'-6" x 2'-6" x 1³/₄
recommended plate to be removed, faired and rewelded and tank tested out.

No. 8 Centre tank (2nd from forward) adjoining No. 5 starboard wing tank

Approximately 900 tons of diesel fuel to be removed, tank cleaned and gas free to permit
lot work in No. 5 starboard wing tank.

Starboard Side

Found upper edge of plate No. 16 on H strake (sheer strake) indented approximately 6'-0"
in length, recommended to be faired in place.

Found bulwark plate adjoining above sheer plate indented approximately 6'-0" in length,
recommended to be partly released, faired and rewelded to sheer plate.

Found one bulwark stanchion bent, recommended to be removed, faired and rewelded.

pt. 9a.

ort of Galveston, Texas

Continuation of Report No. 4711

dated 28th June, 1946

on the

M/V "SVEABORG"

Starboard Side at After end of Forecastle

Found 2 handrail stanchions badly bent, recommended to be removed, faired and refitted.

Found 3 tier handrail approximately 12 feet in length badly bent, recommended to be renewed and adjoining handrail faired to suit.

Found forecastle sheer plate J12 upper edge set over 3/4" for approximately 4'-0" in length, recommended to be heated and faired in place.

Starboard Side Midship House

Found 3 boat deck tee iron stanchions badly bent, recommended to be renewed.

Found 2 boat deck tee iron stanchions slightly bent, recommended to be heated and faired in place.

Found 2 scupper pipes slightly bent, recommended to be faired in place.

Found lip of scupper pipe aft of midship house bent and fractured, recommended to be renewed.

All new and disturbed work to be coated as original and diesel fuel replaced in No. 8 centre tank.

The above recommendations were made in order that this vessel might be restored to the same good and efficient condition as prior to alleged damage sustained.

On board vessel there were 3 life boats fully equiped each for 28 men, and 2 life rafts fully equiped each for 18 men.

Draft of vessel before sailing in ballast - 12 feet forward and 16'-6" aft mean draft
= 14'-3"

Cert. B issued, copy herewith.

Note:- I enclose a copy of the findings of the Board of Investigation for your information.

FOUND

RECOMMENDED

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