

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

(Received at London Office)

30 JUL 1946

Date of writing Report 28th June, 19 46 When handed in at Local Office 28th June, 19 46 Port of Galveston, Texas

No. in Reg. Book 34092 Survey held at Galveston, Texas Date, First Survey 6th Jan. Last Survey 31st May, 19 46
(No. of Visits 5)

on the Machinery of the ~~Wood Iron and Steel~~ M.V. "SVEABORG"

Tonnage { Gross 8597 Vessel built at Malmö By whom Kockums M. V. Aktieb. When 1944 4
Net 5144

Nominal Horse Power 1361 Engines made at Malmö By whom Kockums M. V. Akt. When 1944

No. of Main Boilers - Boilers, when made (Main) (Donkey) 1944

No. of Donkey Boilers 2 Owners Stockholms Rederiaktieb. Svea Owners' Address (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers - Managers Eman. Hogberg Port Stockholm Voyage

in Donkey Boilers 171 lb. If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
(State name of Dock.) Todd Galveston Dry Docks, Inc.

Last Report No. Port Explosion and Fire

Particulars of Examination and Repairs (if any) Damage - no Repairs done

(Periodical surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 briefly summarised at the end of the report. 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 why they were declined Yes, Not required.

Was a damage report made by anyone else? If so, by whom? Explosion-Swedish Underwriters

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

" " " " " Starboard only

" " " " " Port destroyed

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? -

Also 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? Also hydrostatic pressure of 220 lbs. applied

State latest date of internal examination of each boiler 9th March, 1946 Present condition of funnel(s) Dismantled

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? No 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? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers? No plugs

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boilers? No

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

Has shaft now been changed? - If so, state reasons -

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 date of examination of Screw Shaft 23/5/46 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft -

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Yes, badly damaged

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done All machinery to have complete

overhaul and repair on vessel's arrival in a Swedish port.

For Explosion Damage on the 27th December, 1945 and Fire Damage on the 18th January, 1946.

For further particulars please see vessel's log books.

The owners representative did not require a damage report.

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

All superstructure debris removed from engine room.

Vessel placed on dry dock and the following carried out -

Propeller removed, examined and secured on deck with strong steel fastenings.

Tail shaft drawn, examined, found in good order, stored in engine room fitted with strong steel

clamps to hold shaft in position. (P.T.O.)

General Observations, Opinion, and Recommendation:— It is recommended that the machinery and

(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.&M.S. 9,11, & L.M.C. 9,11, or

& L.M.C. 140 lb., F.D., &c.)

electrical equipment of this vessel have a complete overhaul and repair before *L.M.C. be made in

the Register Book.

Survey Fee (per Section 29)..... £	---	Fees applied for
Special Damage or Repair Fee (if any)..... £	---	
Travelling expenses (if chargeable)..... £	---	Received by me,

James Lindsay
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute **NEW YORK JUL 17 1946**

Assigned *Deferred for Repairs*



Lloyd's Register Foundation

003450-003457-0315

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

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

Intermediate shaft temporary replaced in position.

All bottom sea valves in way of Engine Room examined and blanked off except one for temporary fire and sanitary pump.

The Main Engine was examined externally only, no opening up or work of any kind was carried out at this time.

The aft cylinder (No. 7) was struck by part of the port boiler, the casing badly broken, valves of all cylinders, valve gear and cam shafts damaged by explosion and water.

All the auxiliaries were examined externally only and found to be damaged by the explosion and water. No opening up or work of any kind was carried out at this time.

Temporary fresh water service line from after fresh water tanks, one suitable handpump complete with piping to deliver water to accommodation midship tested out and found in good order.

Temporary 5 K.W., 115 Volts 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, tested out and found satisfactory.

Existing 2 1/2" bilge and sanitary pump overhauled, motor rewound to operate on 115 Volts D.C., tested and found satisfactory.

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. 8)

Funnel, parts of damaged port boiler fastened on forward deck.

Exhaust boiler, sundry machinery spare parts stowed in forward dry cargo hold.

Port Boiler found completely wrecked.

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 the inside of boiler.

Slight indents in way of chocks faired before fitting chocks.

Indented on inboard side approximately 4'-0" x 2'-0" x 1/2" not faired.

Boiler tested with a hydrostatic pressure of 220 lbs., found sound and tight.

Boiler to be further examined before boiler placed under working conditions.

Stated due to Fire Damage on the 18th January, 1946, this vessel's machinery was examined on the 2nd March, 1946 at Todd Galveston Dry Docks, Inc. plant, Galveston, Texas.

The owners representative did not require a damage report.

The damage found and recommendations made to put machinery in the same good and efficient condition as prior to alleged damage sustained are as follows -

Switchboard badly broken and twisted. To be renewed complete with frame work, panel board and all fittings. It was considered that the above switchboard had been damaged by explosion and fire, 50% chargeable to each. Relays and resistors for electric steering engine located on top of switchboard to be renewed.

Transformer badly scorched by fire and twisted. 25 K.W. motor generator set located on 2nd deck port side of engine room to be renewed.

Spare Piston Rings broken and scorched by fire. Spare piston rings stored on forward bulkhead on 2nd deck to be renewed.

M/V "SVEABORG"

Oil Coolers scorched by fire. Two oil coolers located below 2nd deck starboard side to be opened up for examination, retubed, tested, replaced and closed up in good order.

10 - 6" or 8" Gate Valves badly damaged by fire in way of oil coolers, to be renewed.

Spare Piston and Rod - Spare piston with attached rod scorched with fire, to be removed to shop and checked in lathe for truth.

Lathe on 2nd deck starboard side found after cast iron pedestal broken, to be renewed.

3 Engine Room Chain Blocks badly scorched with fire, to be renewed.

2 spare armatures 7 1/2 H.P. armatures for steering engine motors in steering engine room badly scorched with fire, to be renewed.

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

Cert. Bl not issued.

E found yet replaced