

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

Date of writing Report 22nd March, 55 When handed in at Local Office 19 Port of NAPLES.  
No in Reg. Book. Survey held at PALERMO Date. First Survey 4th Feb. Last Survey 5th Feb. 1955.  
79253 on the Machinery of the Wood, Iron or Steel M/V. "SVITHIOD"  
Tonnage Gross 10650 Vessel built at Malmo By whom Kockums M.V. Aktieb. Year. Month. 1951 6mo  
Net 6202 Engines made at Malmo By whom Kockums M.V. Aktieb. When " " 1951 " "  
MN As Per Rule 1686 Boilers, when made (Main) (Donkey)  
No. of Main Boilers Owners Stockholms Rederiaktieb. Svea Owners' Address (if not already recorded in Appendix to Register Book.)  
HS " " 2 Managers Eran Hogberg, Port STOCKHOLM Voyage  
No. of Donkey Boilers If Surveyed Afloat or in Dry Dock Dry Dock  
Steam Pressure— (State name of Dock.) C.N.R. Dry Dock.  
in Main Boilers 171 lbs.  
in Donkey Boilers

Last Report No. Port DOCKING & MODIFICATIONS  
Particulars of Examination and Repairs (if any) DOCKING & MODIFICATIONS  
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 letter<sup>s</sup> 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  
Was a damage report made by anyone else? If so, by whom?  
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?  
" " Donkey " " " "  
If not, 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?  
State latest date of internal examination of each boiler. Present condition of funnel(s)  
Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?  
Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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?  
Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?  
Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?  
Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end? no  
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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush 3.0 m/m. Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?  
As the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?  
Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. CS. case.  
NOW DONE DOCKING :- Vessel placed in dry dock. Propeller after end of stern bush and outside fastenings examined.  
MODIFICATIONS :- The propeller removed from shaft and approx' 3" of the tip of each blade cut off. The propeller subsequently balanced statically and replaced. This has been done to increase the engine speed to approach the designed speed. (See attached sketch).  
SUBJECT OF CLASS :- Concerning M.E. repairs to bed plate and columns, etc.  
It was stated by the Chief Engineer that this item had been examined by a Surveyor at Gothenburg fourteen day prior to vessel's arrival at Palermo.  
Nothing therefore now done regarding this.

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, etc.)  
The machinery of this vessel, so far as now seen, is in satisfactory condition and eligible to remain as now classed without fresh record of Survey., subject to all condition attached to the vessel's class as previously recommended.

Survey Fee (per Section 23) £ : : Fees applied for, 19  
Special Damage or Repair Fee (if any) £ : : Received by me, 19  
(per Section 23.)  
Travelling expenses (if chargeable) £ : :  
Committee's Minute TUESDAY - 7 JUN 1955  
Assigned See Kvh. 2348

Is a Certificate required? If so, to be sent to  
Engineer Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register Foundation  
003832-003837.0228