

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

(Received at London Office

4-FEB 1954

Date of writing Report 3/2 1954. When handed in at Local Office 3/2 1954. Port of MALMÖ.

No in Reg. Book. Survey held at MALMÖ. Date. First Survey 12/1 Last Survey 30/1 1954. (No. of Visits 17)

28732 on the Machinery of the ~~Wood~~ ~~Iron~~ Steel M/T "SVITHIOD"

Gross Tonnage 10,650 Vessel built at Malmö. By whom Kockums Mek. Verkst. A.-B. Year. Month. 1951 6  
 Net Tonnage 6,202 Engines made at Malmö. By whom Kockums Mek. Verkst. A/B When 1951  
 Nominal Horse Power 1,686 Boilers, when made (Main) (Donkey) 1951.  
 Owners Stockholms Rederi A.-B. Svea. Owners' Address ---  
 Managers Eman. Högberg. Port Stockholm. Voyage ---  
 If Surveyed Afloat or in Dry Dock (State name of Dock.)

### Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1 5.53		+LMC 6.51 TS(CL) ----
Carrying Petroleum in Bulk. Oil Engine.		

Particulars of Examination and Repairs (if any) DOCK., PT. LMC(CS), TS, REPAIRS: -  
 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

When a 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 through examination at this time?

Donkey " " " " No.

Not, state for what reason Not due for survey. 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? Yes. Has it a continuous liner? Yes. Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? Yes. If so, state reasons See report. Has the shaft now fitted been previously used? No. Has it a continuous liner? Yes.

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 27.1.54. State the wear down in the stern bush.

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has 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.

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

### NOW DONE:-

Ship placed in dry dock. The bronze propeller, sea connections, sea cocks and valves examined. Main Engine:-

All cylinders, cylinder covers with valves, pistons and piston rods examined. Nos. 2 & 6 connecting rods with top and bottom end bearings, crossheads and crank pins, No. 4 bottom end bearing and crank pin and Nos. 2, 7 & 8 crank shaft journals with main bearings (top and bottom halves) examined. The thrust, intermediate and propeller shafts and bearings examined.

Port aux. oil engine:- All cylinders, cylinder covers with valves, pistons, connecting rods with top and bottom end bearings, gudgeon pins, crank shaft, main bearings and bed plate examined.

Pumps etc:- Both main sea water cooling pumps and both main fresh water cooling pumps opened up and examined.

General Observations, Opinion, and Recommendation:- (To be cont.) (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, BS 9,11, B&MS 9,11, \*LMC 9,11 or \*LMC 140 lb., FD, &c.) CS 3,34

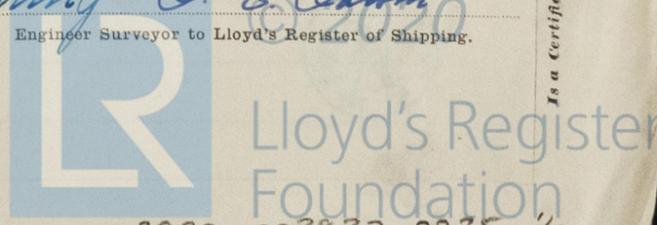
It is submitted the machinery of this vessel is eligible to remain as classed with fresh record of Tail Shaft New 1.54 and \*LMC(CS) with date when the survey has been completed.

Survey Fee (per Section 20) Mr. £. 250: - Fees applied for 3/2 1954.  
 Special Damage or Repair Fee (if any) £ : : Received by me,  
 (per Section 20.)  
 Travelling expenses (if chargeable) £ : : 19

A. Böttling  
 Engineer Surveyor to Lloyd's Register of Shipping.

TUESDAY 23 FEB 1954

Committee's Minute  
 Signed As now subject (SN) 1.54 CH



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

M/T "S V I T H I O D", No. 28732 in the Register Book.

Both main lubricating oil coolers examined and tested.

REPAIRS NOW EFFECTED DUE TO WEAR AND TEAR:-

The propeller shaft found pitted and fractured at after end of liner in vicinity of cone. (Please see sketch and attached photo.)

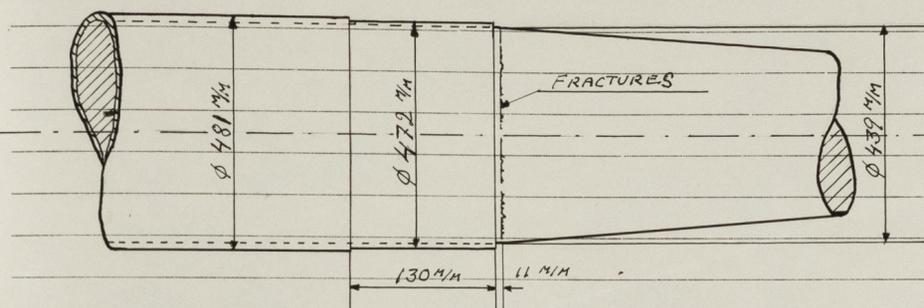
The propeller shaft was rejected and the spare propeller shaft, marked:-

LLOYD'S NO. 176

B-n 8.6.50.

has been fitted.

Lignum vitae in the stern bush renewed.



Main Engine:-

Nos. 1,2,4,5 and 6 top and bottom cylinder liners renewed (worn).

No.6 top piston renewed. (fractured).

The top half of No. 4 bottom end bearing remetalled (metal cracked).

A fracture in No. 6 aft column back side above top of crank casing drilled off, veed out and welded.

Port aux. oil engine:-

A fracture in cylinder block at bottom of No. 2 cylinder starboard side drilled off and repaired by metalock.

No. 2 cylinder liner renewed.

After repairs effected the cylinder block tested by hydraulic pressure to 4 kg/cm<sup>2</sup> and found tight.

The port aux. oil engine has been tried under full working condition and found to work satisfactory.

The repair to the cylinder block is in our opinion to be counted as permanent.

*A. Höring J. E. Skov*

Surveyors to Lloyd's Register.

