

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

(Received at London Office)

JUN - 3 1940

of writing Report Apr. 29th, 1940. When handed in at Local Office 19 Port of SAN FRANCISCO
Survey held at San Francisco Date, First Survey Feb. 18th, 1940. Last Survey Feb. 28th, 1940.
(No. of Visits NINE)
on the Machinery of the XXXXXXX Steel T.S.M.V. "SVEABORG"
Gross 9076 Vessel built at Hamburg By whom Blohm & Voss K. & A. When 1931 2
Net 5258 Engines made at Gothenburg By whom Gotaverken A/B, When 1931
Power 709 NHP Boilers, when made (Main) - (Donkey) 1931
Main Boilers - Owners Stockholms Raderi A/B Svea Owners' Address -
(if not already recorded in Appendix to Register Book.)
Donkey Boilers 2 Managers Eman. Hogberg Port Stockholm Voyage -
Pressure - If Surveyed Afloat or in Dry Dock Bethlehem Steel Co.
Donkey Boilers 1504 (State name of Dock.) S.B.Div.- Hunters' Point.

Report No. - Port -
Particulars of Examination and Repairs (if any) Pt. L.M.C. (C.S.) & Dmge. Rprs.
Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the machinery of the vessel, when made, should be separated from repairs due to other causes; and the nature and extent of such repairs should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.
Where cases where the Surveyor has not made a special damage report he is required to state whether he has considered his services for this purpose, and why they were declined Not required
Has a damage report made by anyone else? If so, by whom? NORWEGIAN UNDERWRITERS
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? -
" " " " Not due for survey
If not done, 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? -
Latest date of internal examination of each boiler -
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? - 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? -
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? -
If so, state reasons Badly cut and scored liner
Screw shaft now fitted been previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -
Date of examination of Screw Shaft Feb. 23rd, 1940 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft rewooded
Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? -
Did the Surveyor examine the generators, motors, switchgear, cables and fuses? -
Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -
Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete
Stated vessel encountered heavy weather while on a voyage from San Francisco to Osaka in a loaded condition 24th December 1939 till 21st January 1940. Also while in ballast from Yokohama to San Francisco 31st January 1940 to the 18th February 1940.
Vessel placed in dry dock, propellers and all fastenings examined and now in good order.

DONE:
DAMAGE REPAIRS:
Port and Starboard main engines: Cam shafts of both engines removed from ship to shop, trued in way of bearings. All brackets bored out and bronze shells fitted to each bracket support, cam shafts replaced, coupled up, engines tried out under working conditions and proven satisfactory. (SEE PAGE NO. 2)
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, &c.; thus, for example, H.S. 9, 11, H.S.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)
Recommended that the machinery of this vessel be retained as now classed and have notation in Register Book of L.M.C. (C.S.) and date when survey has been completed, also notation of C.L. (N) 2-40.

Committee's Minute NEW YORK MAY 8 1940
Signed As above
T.S.N. 2-40

Fee (per Section 29) \$60.00
Special Damage or Repair Fee (if any) \$50.00
(per Section 29.) L.F. 10.00
Selling expenses (if chargeable) \$ 5.00
Fees applied for Feb. 29, 1940.
Received by me, Mar. 6, 1940.

David Willard
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
W439-0210C129

Port of SAN FRANCISCO

Continuation of Report No. 8195 dated

on the

T. S. M. V. "SVEABORG"

NOW DONE:

DAMAGE REPAIRS:

Port tail shaft drawn in, examined and liner found badly cut and scored. New tail shaft installed marked as follows:

LLOYD'S
No. 678
22-9-30
G.B.

Stern bearings, outboard and inboard renewed, upper and lower halves.

Port propeller spotted and refitted to the new tail shaft.

New coupling bolts fitted to the Port Tail Shaft.

Auxiliary Motor foundation #1 Port side: The entire foundation electric welded, all plates, angles and girders and tank top connections.

Engine room telegraph overhauled.

All operating rods to main valves throughout the vessel overhauled.

Steam and exhaust piping on the forward and after decks, recovered and resecured in place.

PART L. M. C. G.S.: NOW COMMENCED

STARBOARD MAIN ENGINES:- No. 1 Cylinder forward, the head valves and gear, piston and rings, rod, crosshead and brasses, guide shoe examined.

Sea cocks and valves examined.

TO COMPLETE THE L. M. C. (G.S.) 10-39 Yokohama Surveyor stated the following required to be done.
The steam lines from the Donkey Boilers to the Main pump room tested under hydraulic pressure and found satisfactory at this time.

(Other minor repairs effected)

David Miller

RETAIN