

REC'D NEW YORK MAY 7 - 1940

No. 8195

# 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 ~~XXXXXX~~ 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 Rederi A/B Svea Owners' Address -  
 (if not already recorded in Appendix to Register Book.)  
 Donkey Boilers 2 Managers Eman. Hogberg Port Stockholm Voyage -  
 In Boilers - If Surveyed Afloat or in Dry Dock Bethlehem Steel Co.  
 (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.) & Dmg. Rprs.

Special Surveys, when held, must be reported in detail and seriatim 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 summarized at the end of the report. State also the names and initials of any persons who have been present at the examination.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has accepted his services for this purpose, and why they were declined. Not required

Has a special damage report been 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? -

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Not due for survey

Were there any parts of the Boilers which were not examined? -

Were there any 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? -

What was the 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? -

Has the 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 the screw shaft now been changed? Yes If so, state reasons Badly cut and scored liner

Has the screw shaft now been fitted with a continuous liner? 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? -

State the 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

Were there any engine parts, when referred to by numbers, should be counted from forward? -

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

Is the Surveyor satisfied that the 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:—

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.

Fee (per Section 29) \$60.00 Fees applied for Feb. 29, 1940.

Special Damage or Repair Fee (if any) \$50.00 Received by me, Mar. 6, 1940.

Printing expenses (if chargeable) \$ 5.00

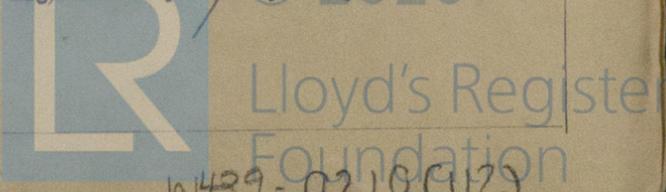
Committee's Minute NEW YORK MAY 8 1940

Signed As above

T.S.N. 2-40

CHARACTER, Date of last Survey and of Periodical Surveys.	Year assigned for special survey	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A 1 - 7, 39</u>	<u>L.M.C. 05</u>	<u>10, 39</u>
<u>SS S.Fo.No.1 - 36</u>		<u>9, 36</u>
<u>SS Ysa.No.2 - 38</u>		<u>7, 38</u>
		<u>TS-OL P-6, 37</u>
		<u>8-12-37</u>
<u>Carrying Petroleum in Bulk.</u>		
<u>SUNK - WAR LOSS</u>		<u>4, 40</u>

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



W439-0210C129

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:

LOYD'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

Report of Survey for Repairs, etc., of Engines and Boilers  
SAN FRANCISCO  
Date of Survey: 1930  
Name of Vessel: T. S. M. V. "SVEABORG"  
Name of Surveyor: [illegible]  
Name of Engineer: [illegible]  
Name of Chief Mate: [illegible]  
Name of Boiler Maker: [illegible]  
Name of Engine Maker: [illegible]  
Name of Propeller Maker: [illegible]  
Name of Tail Shaft Maker: [illegible]  
Name of Coupling Bolt Maker: [illegible]  
Name of Foundation Maker: [illegible]  
Name of Telegraph Maker: [illegible]  
Name of Rods Maker: [illegible]  
Name of Piping Maker: [illegible]  
Name of Sea Cocks and Valves Maker: [illegible]  
Name of Steam Lines Maker: [illegible]  
Name of Donkey Boilers Maker: [illegible]  
Name of Main Pump Room Maker: [illegible]  
Name of Hydraulic Pressure Maker: [illegible]  
Name of Minor Repairs Maker: [illegible]