

Extra Copy.

May 14th, 1936.

PRIVATE &amp; CONFIDENTIAL)

Chief Surveyor,  
NEW YORK.

Dear Sir,

M.S. "SVEABORG", SFO. REPORT NO. 7540.

Enclosed please find report on the above Vessel covering repairs and renewals to the starboard main engine.

As per your circular letter of the 23rd November, 1935, I am enclosing for Dr. Dorey's private information a report by the Shaw Laboratory giving their opinion as to the cause of the accident, which, in this instance, is apparent to us all -- defective casting. As you will observe from the enclosed photographs, a section of the casting was cut out in way of the defective part to ascertain how deep the defective part went in. A forged steel web was recommended to replace this broken web.

The forward Web, No. 10, as far as seen after the journal and crank pin were removed and same machined for installation of the new pin and journal appeared a good sound casting, but when the heat was applied previous to shrinking in these parts, oil was observed coming out from the web at centre of same. The web taken to the slotting machine and cut between the holes, as per photo, and broken with the above results.

As the forward section of the crank shaft had been taken to the shop for examination and truing of pins and journals, the

Chief Surveyor, New York. (2) San Francisco, May 14th, 1936.

two webs at the No. 2 Engine were cleaned off and polished, but no apparent surface defect (examined by the eye) was seen. As heat had showed up the defect on No. 10 Web, a small blow torch was used and after application for some time, beads of oil came out from these two webs.

I suggested to the Owner's representative and the Underwriters' Surveyors that, in view of the original accident and the condition of the No. 10 web, it would be prudent to renew these two webs, using the two journals and crank pin with the new forged steel webs. This suggestion was carried out.

These webs were broken but not photographed, and both showed defects similar to the others and the quality of the metal was very poor.

I trust that this letter and enclosed information will be of interest regarding the starboard main engine.

As the port main engine was presented for survey at this time, all webs were specially cleaned and examined and, as far as seen, no defects were visible.

Yours very truly,

DM:MA.



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Lloyd's Register

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SWEDISH GOVT.....\$ 40.00  
Special Damage or Repair Fee (if any).....  
(per Sec. 26)

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