

-5 JUN 1936

No. 7540

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Apr. 27th 1936 When handed in at Local Office 1936 Port of SAN FRANCISCO,
No. in Survey held at San Francisco, Cal. Date, First Survey Dec. 22nd, 1935 Last Survey Apr. 23rd 1936
Reg. Book. 34491 on the XXXXXXX Steel Twin Screw M. V. "SVEABORG" (No. of Visits Thirty.)
TONNAGE: Built at Hamburg By whom Blohm & Voss K a. A. When 1931 - 2
GROSS 9076 Owners Stockholms Rederi A/B Svea. Owners' Address (if not already recorded in Appendix to Register Book).
UNDER DK. 8339 Managers Eman. Hogberg, Mgr. Port belonging to STOCKHOLM
NET 5258

Surveyed Afloat or in Dry Dock? Both. Name of Dock Ht's Pt. Dock. Destined Voyage --
WB=CellDBorDBa feet; uE&B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 5641 Port Yka

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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters 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 to whom and why they were declined Not required.

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.	Machinery and Boiler Survey (including date of N.B., if any).
<u>100 A 1</u>	<u>LMC 2,31</u>
<u>4,35</u>	<u>TS CL 8,34</u>
<u>Car.pet.in bulk.</u>	
<u>Special survey</u> <u>to date from 6.31</u>	

Society's Freeboard (if assigned) as painted on Ship and now verified OIL ENGINE

Was a damage report made by anyone else? If so, by whom? Swedish Und. Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S. S. NO. 1 COMPLETE, AND DAMAGE REPAIRS. stated, on the 4th
December, 1935, after section of crank shaft broke while on a voyage from Yokohama to San Francisco.
(See Machinery Report.) Swedish Government Survey Authorization & copy of report attached hereto.
S. S. NO. 1:-

Vessel placed in dry dock, rudder and bottom cleaned, examined and coated. The fore and after peak tanks cleaned, examined and tested; spaces above the peak tanks examined. Deep fuel tank forward cleaned, examined and tested. Cargo hold forward examined. All main cargo tanks cleaned, examined and tested. All summer tanks cleaned, examined and tested. Cofferdams cleaned, examined, and tested. Deep tank aft cleaned, examined and tested. Engine room double bottom tanks aft cleaned, examined and tested. The engine and boiler room spaces examined. The decks, hatchways and covers, chain locker, masts and ventilators examined. The electrical steering gear examined (P. T. O.)

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>Good.</u>	State if Tanks have been examined inside <u>Yes</u>	Air and Sounding Pipes <u>Good</u>	Copper, or Y.M. of Wood Vessels <u>-</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>Yes</u>	Dbing. Plates under Sounding Pipes <u>"</u>	(State if on Feet). When put on, Month <u>-</u> Year <u>-</u>
Coamings <u>"</u>	Bulkheads <u>Good</u>	Engine Room Skylights <u>"</u>	Boats <u>Good.</u>
Seams & Fastenings <u>"</u>	Ceiling <u>"</u>	Bunkers, Open'gs, Lids, &c. <u>"</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Cement or Asphalt <u>Both.</u>	Oil Bunkers <u>"</u>	Condition, how ascertained <u>Examined.</u>
" in way of sidelights <u>"</u>	(State which.) <u>Good.</u>	Scuppers <u>"</u>	(State if wedges removed) <u>-</u>
Reasthooks <u>"</u>	Rudder <u>"</u>	Cargo Hatchways <u>"</u>	Sails <u>-</u>
Ransoms <u>"</u>	Steering gear and its connections <u>"</u>	Hatches <u>"</u>	Equipment letter <u>d4</u>
Frames <u>"</u>	Windlass <u>"</u>	Planking of Wood Vessels <u>-</u>	Anchors, No. of <u>Four</u>
Reverse Frames <u>"</u>	Have pumps now been examined and found efficient? <u>Yes</u>	Caulking ditto <u>-</u>	Chain Locker <u>Good.</u>
Longitudinals <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>-</u>	Trenails ditto <u>-</u>	Cables (State if now ranged) <u>Yes</u>
Transverses <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	Breasthooks & Stems ditto <u>-</u>	" length <u>300 fms</u> mean diam. <u>2-7/16"</u>
Floors <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Transoms Pointers, & Crutches ditto <u>-</u>	" Rule length <u>300 fms</u> size <u>2-8/16"</u>
Beams <u>"</u>		Timbers of Frame at openings ditto <u>-</u>	Hawser & Warps <u>Good</u>
Stringers <u>Good</u>		Ditto Ditto at other places ditto <u>-</u>	Standing and Running Rigging <u>"</u>
Inner Bottom Plating <u>"</u>		Stringers, Clamps & Shells ditto <u>-</u>	
		Salting ditto <u>-</u>	
		(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptnd24, &c."

RECOMMENDED that this Vessel be retained as now classed and have fresh record of survey 4-36, and notation in the Register Book of S.S.SFo.No.1-36, subject to the indented bottom plating being faired at the Owner's convenience.

Survey Fee (per Section 29) \$325.00

Special Damage or Repair Fee (if any) \$40.00

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned 100A1 subject

Character Assigned 100A1 subject

Character Assigned 100A1 subject

Character Assigned 100A1 subject

Character Assigned 100A1 subject

Character Assigned 100A1 subject

Character Assigned 100A1 subject

Character Assigned 100A1 subject

Fees applied for,

Apr. 23 1936

Received by me,

Apr. 30 1936

Surveyor to Lloyd's Register of Shipping.

Surveyor to Lloyd's Register of Shipping.

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CERTIFICATE WRITTEN.

TUE 20 JUL 1937

FRI 27 AUG 1937

Lloyd's Register

Foundation

Foundation

Foundation

Foundation

Foundation

and tested together with telemotor attachments. The electrical windlass opened up, overhauled, tested, and one new brake coil installed and now in good order. Chain cables and anchors ranged, examined, several studs tightened, and one detachable link installed. (Particulars as shown below.) Air and sounding pipes examined. Pumproom and pumps examined. Watertight doors examined. Freeboard verified.

(Minor wear and tear repairs effected.)

DAMAGE:- A number of rivets renewed in the after section of the starboard engine foundation. Double bottom tanks tested and now in order.

WEAR AND TEAR REPAIRS:- A number of rivets renewed in the bilge keel, port and starboard sides. A number of rivets renewed in the Nos. 1 and 2 keel plates and Shell Plates "A" No. 2 port side, and "B" Nos. 2 and 3 port and starboard. Tanks tested and proven tight.

S. R. L.:- The indented plating forward in keel plates Nos. 2 and 3, and Shell Plating "A" Strake Nos. 3 and 4, and "B" Nos. 3 and 4 on the starboard side, and "A" Strake No. 3, and "B" Strake Nos. 3 and 4 on the port side, specially examined at this time. Riveting and caulking now in good condition.

As the indentations are so slight, the Owners specially requested that the fairing of same be deferred. This request in the opinion of the undersigned is worthy of the Committee's favorable consideration.

(Copies of Annual Freeboard Certificate attached hereto.)

(NOTE:- Copy of Annual Freeboard Certificate forwarded direct to Mr. Bulow, the Society's Surveyor at Gothenburg, Sweden, as per letter dated New York, Sept. 7th, 1933.)

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.			
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight.																
	Stream																
	Kedge.....																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Lbs.	Lbs.	Lbs.	Owts. qrs. lbs.	Fathoms.	Ins.			
No. 13. (1 Link)	2 1/2	353248	494480	69 Lbs.					One Baldt Chain & Detachable Link.	Baldt Anchor Chain & Forge Corp.	Apr. 6th, 1936, South San Francisco, Cal., at Round California Chain Corp., Ltd. by D. Miller.
Iron Stream Chain or Steel Wire....											

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Lloyd's Register
Foundation