

TWIN SCREW M. V. "SVEABORG"

Auxiliary Oil Engines Nos. 1 and 2 on the Port Side and No. 3 on the starboard side, together with compressors opened up, pistons and rings, valves, gears, connecting rods, brasses, crank shaft and bearings examined, overhauled and now in order. Auxiliary air starting receivers opened up, examined, tested, and now in order. The oil fuel storage tanks and daily service tanks, together with their piping, valves and connections examined. The electric driven pumps, together with all pumping arrangements overhauled, examined, tried out, and now in good order.

Electrical Generators for auxiliary machinery, steering gear, windlass, turning engine pumps, etc., opened up, cleaned, overhauled, tested and examined. The entire wiring system for lighting, etc., tested for grounds and put in order throughout the Vessel. The entire electrical system tried out under working condition and now in order. Meggar test applied.

The Vessel placed in dry dock, sea cocks and valves opened up, ground in, examined, and now in order. Propellers and all fastenings examined and now in order.

STARBOARD MAIN ENGINE:- This engine dismantled in its entirety owing to nature of accident to No. 5 Engine and after section of bedplate. All cylinders, pistons and rings, valves, gears, guides, connecting rods and brasses, crossheads and brasses, crank shaft journals and pins, thrust and intermediate shafts examined. Thrust bearing opened up, cleaned out, shoes examined and closed in order. Main compressor piston, cylinders, cover, valves, connecting rod, top and bottom end brasses examined. Air receivers opened up, cleaned, and examined. Turning gear and motor opened up and examined.

(Minor repairs clear of the damage effected; engine tried out under working conditions and found satisfactory.) -

DAMAGE REPAIRS STARBOARD MAIN ENGINE:- The six cylinders with attached columns and all fastenings removed from Ship. Broken after section of bedplate and crank shaft removed, also forward section of crank shaft removed from ship to shop. Connecting rods for Nos. 4, 5, and 6 Engines tried in the lathe for truth.

The following parts of the after section of crank shaft renewed of tested materials and installed:-

FORWARD COUPLING JOURNAL:-	LLOYD'S No. 62.A. 18-2-36 F.G.A.	CRANK PIN NO. 4 ENGINE:-	LLOYD'S No. 62.B 18-2-36 F.G.A.
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CRANK PIN NO. 5 ENGINE:-	LLOYD'S No. 62.G. 18-2-36 F.G.A.	JOURNALS FOR NOS. 5 AND 6 ENGINES:-	LLOYD'S No. 62.A. 18-2-36 F.G.A.
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FORWARD CRANK WEB NO. 5 ENGINE:-	LLOYD'S No. 62 18-2-36 F.G.A.	AFTER CRANK WEB NO. 5 ENGINE:-	LLOYD'S No. 1149.A. 1-4-36 D.M.
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The following parts of the forward section of crank shaft renewed of tested materials, and installed:-

FORWARD CRANK WEBS NO. 2 ENGINE:-	LLOYD'S No. 1149.C. 1-4-36 D.M.	AFTER CRANK WEBS NO. 2 ENGINE:-	LLOYD'S No. 1149B 1-4-36 D.M.
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NOTE:- All journals of the forward and after sections of crank shaft for the starboard main engine turned down from 15.906 diameter to 15.831 diameter to bring to true alignment. (See attached blue prints for all particulars.)

A new after section of bedplate installed, together with a new column No. 6 from form

The main bearing top and bottom halves all remetalled.

The crank pin brasses all remetalled.

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Crank Shaft sections properly bedded in the main bearings, raised, checked, bearings examined and now in order.

The entire engine reassembled, properly aligned through cylinders and crank shaft, clearances taken for adjustments of bearings and piston compressions. The holding down bolts of the forward section of the bed plate examined, hardened up and now in order. The thrust opened up, cleaned and examined and necessary adjustment made. All valves and other disturbed parts opened up for examination and closed in good order.

Vessel placed in dry dock, starboard tail shaft drawn in and lower half rewooded. A line run through from thrust shaft to outer end of stern tube, spring bearings adjusted to suit. Vessel floated; shaft again tested for alignment, coupled up, and now in order.

The starboard main engine tried out under working conditions at dock, necessary adjustments made. Vessel taken out in San Francisco Bay and six hours trial made at various speeds and manoeuvres made as per Rule requirements and found satisfactory.

Two blue prints of after section of bed plate as installed attached hereto.

DONKEY BOILER SURVEY:-
The two donkey boilers opened up and examined internally and externally, together with all mountings and steam pipes.

Safety valves adjusted under steam to 150 lbs.

RETAIN