

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

Date of writing Report 19<sup>th</sup> Dec. 1939 When handed in at Local Office 20<sup>th</sup> Dec. 1939 Port of Malmö  
 No. in Reg. Book 33962 Survey held at Helmingborg Date, First Survey 10<sup>th</sup> Nov. Last Survey 6<sup>th</sup> Dec. 1939  
 on the Machinery of the Wood, Iron or Steel S/S "SONJA" (No. of Visits 5)  
 Tonnage { Gross 1828 Vessel built at Helmingborg By whom Helmingborgs Varfs Aktief. Year. Month.  
 Net 1038 Engines made at Stockholm By whom Bergströms M. V. Aktief. When 1923-30  
 Nominal Horse Power 206 Boilers, when made (Main) 1923 (Donkey) ✓ When 1923  
 No. of Main Boilers 2 Owners A. B. Skandinaviska Owners' Address Port Helmingborg Voyage  
 No. of Donkey Boilers ✓ Managers S. Redig (if not already recorded in Appendix to Register Book.)  
 Steam Pressure—185 lbs. If Surveyed Afloat or in Dry Dock Both  
 in Main Boilers ✓ (State name of Dock.) Helmingborgs Stads  
 in Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Damage.

(Periodical Surveys, when held, must be reported in detail and verbatim 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 briefly summarised at the end of the report. 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 why they were declined. ✓

Was a damage report made by anyone else? If so, by whom? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " ✓  
 If this was not done, state for what reasons? The boilers not due for running.

And what parts of the Boilers could not be thus thoroughly examined? ✓

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler? ✓

State latest date of internal examination of each boiler. ✓

Present condition of funnel(s) Good.

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 screw shaft now been drawn and examined? yes Is it fitted with continuous liner? No liner Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? yes

Has shaft now been changed? No If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

State date of examination of Screw Shaft 10<sup>th</sup> Nov. 1939 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 2 mm.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Damage stated to have been caused by grounding on a voyage Stockholm - Gårdsbo. in. Surveys on the 5<sup>th</sup> October, 1939.

The sea connections, sea cocks and valves, propeller shaft, propeller and fastenings examined.

No. 1 and 6 crank shaft journals and H.P. crank pin with bearings examined.

The thrust shaft with bearings examined.

The propeller shaft examined.

The alignment of crank, thrust, intermediate, propeller shaft coupling flanges examined. (To be continued)

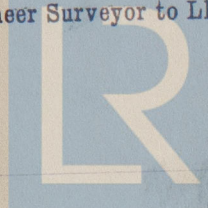
General Observations, Opinion, and Recommendation:—The machinery of this vessel is (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, E.S. 9, 11, E.M.S. 9, 11, E.M.C. 9, 11, or E.L.M.C. 140 lb., F.D., &c.)  
CS 2, 24, eligible, in my opinion, to remain as classed in the Register Book with notation of Tail Shaft screw 11.39.

Survey Fee (per Section 29) £ : : Fees applied for 20<sup>th</sup> Dec. 1939.  
 Special Damage or Repair Fee (if any) £ 135.00 Received by me, \_\_\_\_\_  
 (per Section 29.) Travelling expenses (if chargeable) £ : : 19

Committee's Minute

Assigned As now

A. Barring.  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

W 85-00 (69/12)

Mahrö

S/s "SONJA", No. 33962 in the Register Book.

The bed plate, engine and thrust seating examined.

The condenser examined.

The circulating, ballast, bilge and sanitary pumps examined.

Pipes, valves etc. of the pumping arrangement examined.

Repairs effected:-

The oil gland taken to shop, placed in order &amp; repacked.

The shafting placed in line.

The main engine holding down bolts and thrust block bolts refastened where required.

The coupling flange between I.P. &amp; L.P. cylinders repacked.

Lagging of cylinders partly removed.

The condenser tubes removed, cleaned and repacked.

The steam and water piston rings and 1 stuffing box of ballast pump removed.

2 suction valve lids for bilge pumps removed.

The direct suction pipe with strainer removed.

A. Barring.