

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

31 MAR 1955

Date of writing Report 22nd March, 55

When handed in at Local Office

Port of

NAPLES.

No in Reg. Book. Survey held at PALERMO

Date

First Survey 4th Feb.

Last Survey

5th Feb. 1955

(No. of Visits Two)

79253 on the Machinery of the Wood, Iron or Steel

M/V. "SVITHIOD"

Tonnage Gross 10650
Net 6202
MN As Per Rule 1686

Vessel built at Malmo

By whom Kockums M.V. Aktieb.

Year. Month. 1951 6mo

Engines made at Malmo

By whom Kockums M.V. Aktieb.

When

Boilers, when made (Main)

(Donkey)

Owners Stockholms Rederiaktieb. Svea

Owners' Address

Managers Eman Hogberg,

Port STOCKHOLM

Voyage

If Surveyed Afloat or in Dry Dock Dry Dock

(State name of Dock.) C.N.R. Dry Dock.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

HULL

MACHINERY

+100 A1

+IMC. 6,51

1154 9.21

TS CL.

N 1,54

Carrying Petroleum in bulk.

OIL ENGINES

CONTINUOUS SURVEY

BEE SPL. NOTE S.R.L. (MACHY)

Last Report No.

Port

Particulars of Examination and Repairs (if any)

DOCKING & MODIFICATIONS

Periodical Surveys, when held, must be reported in detail and seriatim 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?

Donkey

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

What 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?

State latest date of internal examination of each boiler. Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end? no

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush 3.0 m/m.

Is electric light and/or power fitted? yes. 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?

Machinery parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

NOW DONE DOCKING :- Vessel placed in dry dock. Propeller after end of stern bush and outside fastenings examined.

MODIFICATIONS :- The propeller removed from shaft and approx' 3" of the tip of each blade cut off. The propeller subsequently balanced statically and replaced. This has been done to increase the engine speed to approach the designed speed. (See attached sketch).

SUBJECT OF CLASS :- Concerning M.E. repairs to bed plate and columns, etc.

It was stated by the Chief Engineer that this item had been examined by a Surveyor at Gothenburg fourteen day prior to vessel's arrival at Palermo. Nothing therefore now done regarding this.

General Observations, Opinion, and Recommendation :-

(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, etc.)

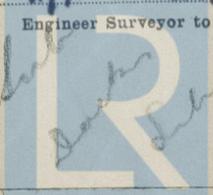
The machinery of this vessel, so far as now seen, is in satisfactory condition and eligible to remain as now classed without fresh record of Survey., subject to all condition attached to the vessel's class as previously recommended.

Survey Fee (per Section 23) £ : : Fees applied for, 19. Received by me, 19. Total Damage or Repair Fee (if any) (per Section 23.) £ : : Travelling expenses (if chargeable) £ : :

TUESDAY - 7 JUN 1955

See Kvh. 2348

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

003832-003837.0228

Cons B.1. issued. Copy attached.

Insert Character of Ship and Machinery precisely as in the Register Book