

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

Received at London Office, DEC 28 1939

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 23962 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 Aktiebol. Year. Month. 1923-3mm  
 Net 1038 Engines made at Stockholm By whom Burgsmids M. V. Aktiebol. When 1923  
 Nominal Horse Power 206 Boilers, when made (Main) 1923 (Donkey) ✓  
 No. of Main Boilers 2 Owners A. B. Hammarström Owners' Address Helmingborg Voyage ✓  
 No. of Donkey Boilers ✓ Managers S. Redig (if not already recorded in Appendix to Register Book.)  
 Steam Pressure in Main Boilers 185 lbs. If Surveyed Afloat or in Dry Dock Depth Helmingborgs Stads  
 in Donkey Boilers ✓ (State name of Dock.)

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

(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? No

" " " Donkey " ✓  
 If this was not done, state for what reasons? The boilers "not done 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 - Gårme - Gårme - in Gårme on the 5<sup>th</sup> October, 1939.  
 The sea connections, sea cocks and valves, propeller shaft, propeller and fastenings examined.  
 Nos. 1 and 6 crank shaft journals and H.P. crank pins with bearings examined.  
 The thrust shaft with bearings examined.  
 The propeller shaft examined.  
 The alignment of crank, thrust, intermediate, propeller shaft coupling flanges examined.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is eligible, in my opinion, to remain as classed in the Register Book with notation of Sail Shaft over 11.39.  
 (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 L.M.C. 140 lb., F.D., &c.)  
 CS 2,24.

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

CHARACTER. For Special Survey Date of last Survey and of Periodical Surveys.	Year in which survey was made.	Machinery and Boiler Surveys (including date of N.B., if any).
10091-4.39		4MC 4.39
S.S. Hlg. No. 3-3.35		
S.S. Got. No. 1-39		TS(09) N 7.38
Cargo blue and fls		

Is a Certificate required? If so, to be sent to \_\_\_\_\_

Engineer Surveyor to Lloyd's Register of Shipping.

A. Barring.

2020

Lloyd's Register Foundation

W 85-00 (69/12)

TRI 10 JAN 1940

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 & 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. & 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.