

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

(Received at London Office 22 OCT 1947)

of writing Report 11.10.1947 When handed in at Local Office 19 Port of LIVERPOOL

Survey held at Birkenhead Date First Survey 3.9.47 Last Survey 20.9.47
(No. of Visits 8)

on the Machinery of the Woodhouse Steel "THELIDOMUS" ex "BANDELIER"

Gross 10448 Vessel built at Portland, Or. By whom Kaiser Co. Inc. When 1944

Net 6301 Engines made at Lynn, Mass. By whom General Electric Co. When 1944

Boilers, when made (Main) (Donkey)

Owners Anglo Saxon Petroleum Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book.)

Managers (State name of Dock.) Cammell Laird's. Port London. Voyage

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

Report No. Port

Particulars of Examination and Repairs (if any) Shg. T.S. B.S. Gen. Exam.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

Where 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 no damage

Has 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? yes

Donkey " " " none

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

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? ✓

Latest date of internal examination of each boiler Both 13.9.47. Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? Drums. 500 lbs. Superheat 46 lbs.

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? yes and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? none and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boilers? ✓

Has a screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

Has the 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 oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 8.9.47. State the wear down in the bush close fit Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

Is the Surveyor's report complete, state what arrangements have been made for its completion and what remains to be done complete.

Now Done :-

Docking & T.S. Vessel placed in drydock. Propeller, screw shaft, stem bush, valves and outside fastenings of sea connections examined and, with the exception of the ship side blow down valve, found satisfactory.

B.S. Both main boilers (Babcock & Wilcox type) examined internally and externally with mountings, manholes, doors and their fastenings, water walls and superheaters and found satisfactory. The 2" tubes and 1 1/2" tubes below superheater in starboard boiler were found somewhat distorted but were considered efficient; replacement tubes have been ordered and, it is stated, will be fitted at the next docking.

Safety valves adjusted under steam; steam drums at 500 lbs/sq. inch and superheaters at 46 lbs/sq. inch. Fire fighting appliances (steam & chemical) checked and extended spindles verified. Accumulation tests carried out.

(SEE CONTINUATION SHEET)

General Observations, Opinion, and Recommendation:— The machinery of this vessel,

as here now seen, is eligible in my opinion to be classed and to have a certificate of Examination 9.47, B.S. 9.47 and T.S. Cl. 9.47 subject to junction of and lighting fittings in centre castle tween deck space being replaced by fittings of flameproof construction; remaining rule requirements to be complied with.

Fee (per Section 29) B.S. 11:0:0 T.S. 13:0:0 Fees applied for 17 OCT 1947

Damage or Repair Fee (if any) 15 15 0 Received by me, H. Deanehard.

Printing expenses (if chargeable) 8 0 19 19 Engineer Surveyor to Lloyd's Register of Shipping.

LIVERPOOL 21 OCT 1947

As now subject B.S. 9.47 T.S. 9.47 CL



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

If so, to be sent to

T.E.S. "THELIDOMUS"

General Examination. Both main turbo feed pumps turbine rotors, casing and blading examined and found satisfactory. Remainder of main and auxiliary machinery generally examined under working conditions, in dock, and found satisfactory.

Electrical Installation. Electrical equipment, alternators, generators, motors, switchboards, cables and fittings generally examined on completion of minor repairs. Insulation resistance tested. A complete set of electrical plans, not available at this time, are being prepared.

It is recommended that the junction box and lighting fittings in the centre castle tween deck space be replaced by fittings of flameproof construction.

Machinery Alterations. A permanent sheet metal guard has been fitted in front of the fuel oil pressure filters. These filters are fitted directly in front of the post boiler burners.

Boiler Repairs. Starboard Boiler. A considerable number of $1\frac{1}{2}$ " generating tubes and $1\frac{1}{2}$ " water wall tubes expanded.

A number of $1\frac{1}{2}$ " water wall tubes in port boiler expanded.

Boiler First Entry Report attached herewith.

Machinery Details. Boiler Drgs. (4) E-161-132, 133, 134 & 135 and Screw shaft Drg. attached herewith. See also First Entry Report attached.

Main Alternator Set. Turbine, G.E.C. No. 68225. 10 stage 3600/3415 rpm.

Alternator G.E.C. No. 5424826. Type ATB-2. 4925/5400 KVA, 2300/2340 V. 60/62 per sec. 3ph. 110V exc.

Propulsion Motor. G.E.C. Synchronous. No. 6034825. 6000HP at 90 rpm. 2300 V.

4625 KVA. 120 V. Excitation.

Aux. Alternator sets. (2 off). Turbine S.R. geared to 500 KVA 450V alternator and 45 KW 110V. D.C. generator.

Aux. alternator set (1 off). Turbine direct coupled to 625 KVA 450V. alternator.

Two main turbo feed pumps 200 GPM.

One vertical simplex auxiliary feed pump. 130 G.P.M.

Main circulating pump, vertical electric drive. 14000 G.P.M.

Aux Condenser circulating pump, vertical electric drive, 3000 G.P.M.

Two main Condenser Condensate pumps, vertical electric drive 180 G.P.M.

One aux " " pump, " " " 90 G.P.M.

Two lubricating oil pumps, horiz. electric drive. 60 G.P.M.

Two fuel oil pressure pumps, " " " 15 G.P.M.

Fuel oil transfer pump (forward pump room) steam duplex. 400 G.P.M.

Two bilge pumps (machinery space), horiz. electric drive. 200 G.P.M.

One bilge ballast pump (fwd. pump room) steam duplex. 300 G.P.M.

One G.S. pump, horiz electric drive. 450 G.P.M.

One fire Buttenworth pump, horiz electric drive 450 G.P.M.

Steering gear - 2 Electro Hydraulic. (A.C. motors) Betson Ross machine Co.

Windlass - steam (12" dia) Hesse Erected Iron Works.

Propeller. 4 bladed solid bronze 19'6" diam. 14'6" pitch. 138.3 ft

Main injection valve (high & low) 28" diam. Bilge injection 18" diam.