

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

(Received at London Office)

Date of writing Report 17-10-1947 When handed in at Local Office 21-10-1947 Port of SWANSEA 27 OCT 1947

No. in Survey held at Swansea. Date First Survey 12-9-47. Last Survey 16-10-1947. (No. of Visits 5.)

3239. on the Machinery of the ~~Wood, Iron or Steel~~ "THEOBALDIUS".

Gross 10662. Vessel built at Portland, Or. By whom Kaiser Co. Inc. When 1945.
 Net 6323. Engines made at Lynn, Mass. By whom General Electric Co. When 1945.
 Nominal Boilers, when made (Main) 1945. (Donkey) -
 of Main Boilers 2 Owners Anglo Saxon Petroleum Co. Owners' Address -
 of Donkey Boilers - (If not already recorded in Appendix to Register Book.)
 Steam Pressure - Managers - Port London. Voyage -
 in Main Boilers 500lbs. If Surveyed Afloat or in Dry Dock Both. Palmers' Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers - (State name of Dock.)

st Report No. Port Particulars of Examination and Repairs (if any) Docking & B.S.

Medical 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.

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.

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

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Donkey " " " " " " " " " " " "

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

at 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?

the latest date of internal examination of each boiler Port 18-9-47; Starboard 24-9-47. Present condition of funnel Good.

the Surveyor examine the Safety Valves of the Main Boilers? Yes. To what pressure were they afterwards adjusted under steam? Main 480 Superhr. 460.

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

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes. and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers?

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

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

approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the

on bush 3/16". Is electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

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

Classification in accordance with Circular No. 1871 the whole of the requirements remain to be

carried out with the exception of the examination of the boilers.

Now Done:- Vessel placed in dry dock. Propeller and all outside fastenings examined.

B.S.

Both main water tube boilers and superheaters together with their safety valves and other

mountings opened out and examined. Scantlings of the boilers were verified from the plans and

pt. 5C is forwarded herewith.

The safety valves were adjusted under steam; the main to 480 lbs. per Square inch and superheaters

to 460 lbs.

The oil fuel burning installation was examined under working conditions and found in order. The

team fire extinguishing installation tried and found satisfactory.

Classification (Circular 1871).

The machinery and screw shaft surveys are not yet due and no parts were opened out at this time for

examination. P.T.O.

General Observations, Opinion, and Recommendation:- The machinery of this vessel is eligible in my

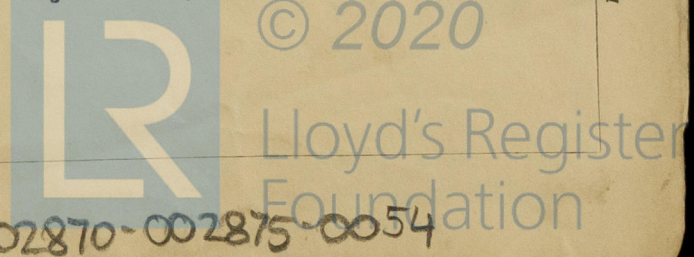
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 or LMC 140 lb., FD, &c.) CS 9,34,

Opinion to be classed with fresh record of B.S. 10,47.

Fee (per Section 29) B.S. £ 11: - : - Fees applied for 21-10-1947.
 Damage or Repair Fee (if any) £ - : - : - Received by me, - 19-
 Ling expenses (if chargeable) £ - : - : -

Committee's Minute
 signed BS 10,47 subject

Engineer Surveyor to Lloyd's Register of Shipping.



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

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

The main and auxiliary machinery generally examined, seen under working conditions and found satisfactory.

Special Items.

There are two independent means of feed each with its own check valve.

Automatic feed water regulators are fitted to one feed system on each boiler.

Circular No. 1874.

(c) Oil gutter ways are not fitted in way of the Oil Fuel Bunkers at port and starboard sides of the engine room.

(d) The suctions of the oil fuel bunker tanks are controlled from the deck, the controlled valves being fitted on the inside of the tanks. Additional suction valves are also fitted on the E. R. side.

(e) The blow down valve is connected by a short pipe or distance piece to the shell. The distance piece flange to shell is welded thereto and has no spigot passing through the plating. No means of indicating whether the valve is open or shut is fitted.

Electrical Installation.

The main and auxiliary generators, motors, and switch boards generally examined and the insulation megger tested and found in order. Main motor and circulating pump brush gear overhauled and a few other minor repairs carried out.

One of the starting motor of the diesel engine driving the emergency generator has been renewed at this time.

G. Nixon



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