

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

(Received at London Office 30 APR 1948)

Date of writing Report 19... When handed in at Local Office **21 APR 1948** 19... Port of **NEWCASTLE-ON-TYNE**

No. in Reg. Book **36868** Survey held at **North Shields** Date. First Survey **18.2.48** Last Survey **18.4.1948**
 (No. of Visits **75**)

36868 on the Machinery of the **Wood, Iron or Steel** **S.S. "HELICONUS"**

Tonnage Gross **10669** Net **6307** Vessel built at **Mobile, Ala.** By whom **Alabama D.D. & S.B. Co.** When **1945** 194**4**
 Engines made at **Lynn, Mass.** By whom **General Electric Co.** When **1945** 194**4**
 Boilers, when made (Main) **1944** (Donkey) **✓**

Nominal Horse Power... Owners **Anglo-Saxon Petroleum Co. Ltd.** Owners' Address...
 No. of Main Boilers **2 WTB** Managers...
 No. of Donkey Boilers... Steam Pressure in Main Boilers **500 lbs. (473 lbs.)** Port **LONDON** Voyage...
 If Surveyed Afloat or in Dry Dock **Both** (State name of Dock.) **(Smith's Dock Co. Ltd.)**

Particulars of Examination and Repairs (if any) **Completion of LMC, TSC, BS.**

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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.

as 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.**

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

If this was not done, 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 the latest date of internal examination of each boiler **Port 12.3.48, State 15.3.48.** Present condition of funnel **Efficient.**

Did the Surveyor examine the Safety Valves of the Main Boilers? **Yes.** To what pressure were they afterwards adjusted under steam? **500 lbs. (473 lbs.)**

Did the Surveyor examine the Safety Valves of Donkey Boiler? **Yes.** 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? **Yes.**

Did the Surveyor examine the drain plugs of the Main Boilers? **Yes.** and of the Donkey Boilers? **Yes.**

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

Has the screw shaft now been drawn and examined? **Yes.** Is it fitted with continuous liner? **Yes.** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **Yes.**

Has the shaft now been changed? **No.** If so, state reasons

Has the shaft now been fitted previously used? **Unfitted 9.4.48.** Has it a continuous liner? **Yes.** Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? **Yes.**

State the date of examination of Screw Shaft **18.2.48** State the distance between lignum vitae bearing of stern bush and top of after bearing of screw shaft **7 1/2"**

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? **Yes.**

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.**

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done **Complete. (See also New York Report dated 31.5.47).**

Work Done: Vessel placed in dry-dock; examined propellers and outside fastenings, stern bush, screw shaft (drawn in) and found or placed in good order. Examined main motor bearings, main alternator's, main motor's and aux. alternator's coils, main condenser (tested), thrust and intermediate shafting bearings, inboard and outboard aux. turbines and gear, main and aux. circulating pumps, inboard and outboard main and auxiliary condensate extraction pumps, G.S. Bullworth system, fire services, bilge, sanitary, evaporator, food shaft, lub. oil pumps, inboard air compressor and air receiver and mountings, windlass, steering gear, pumping arrangements and found or placed in good order. Examined Port & State boilers in their entirety with their superheaters (cont. overleaf)

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good order and eligible in my opinion to have records of LMC (with date) as previously recommended, and T.S. Ch. 4.48, BS. 4.48.

Survey Fee (per Section 29)	£	:	:	Fees applied for
Special Damage or Repair Fee (if any) (per Section 29.)	£	:	:	19
Travelling expenses (if chargeable)	£	:	:	Received by me,
				19

Committee's Minute **FRI. 28 MAY 1948** Assigned **See F.E. Muelly, rpt.**

SS. "THELICONUS"

superheaters, mountings, doors & fastenings; safety valves adjusted under steam to above stated pressures; C.O. fire smothering system examd.; oil fuel pumps & installation, boiler front O.F. pressure pipes examined under working conditions; O.F. tank valves and deck control gear examined and all found satisfactory.

Sea & Trea repairs:- Holding-down bolts of fwd. main motor bearing re-jointed (suspected oil leak to air duct). A few tubes renewed in main condenser. Spindle & impeller space of main circulating pump fitted (worn); upper discharge pipe between main circ. pump and main condenser re-inforced internally by brazed copper patch in way of scored & eroded area. Main condenser extraction pump impeller spindle keys renewed (slackness). Section of Buttworth system pipe line behind main switchboard blanked off and line modified to pass into & up to deck in after pump-room. Aux. steam line modified and low pressure steam led direct to inboard & outboard air ejectors.

Note:- Outboard 5HP. air compressor found damaged & unrepairable. The Owners representative states that a new replace compressor has been ordered from the USA.

Boilers:- Minor repairs and renewals effected to mountings & drain pipes. As recommended in L.O. letter of 21.2.48, "shut" & "open" indicator plates fitted to water gauge column valves and on remote control chains.

Solid drawn steel drain pipes fitted, with easy bends, between upper and lower water gauge drain valves in place of pipes with screwed elbow connections.

Quayside trials of main engines and auxiliaries carried out with satisfactory results.

W. H. G.
SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.

Rpt. 48
Date of
No. in
Reg. B
3863
Built a
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Boilers
Shaft L
Nom. L
Trade J
TEA M
No. of T
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Tube Shaft
Bronze Lin
propeller boss
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If two liners
shaft
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Are the Bilge S
Are all Sea C
Are they fixed su
Are they each fi
What pipes pass
What pipes pass
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compartment to a

