

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

(Received at London Office 21 Str...)

Date of writing Report 17-9-48. When handed in at Local Office 18-9-48. Port of SWANSEA.

No. in Survey held at SWANSEA. Date. First Survey 2-7-48. Last Survey 31-8-1948. (No. of Visits 15.)

SI on the Machinery of the Wood, Iron or Steel s.s. "THALAMUS".

Age { Gross 10673 Vessel built at Portland Or: By whom Kaiser Co. Inc. When 1945 -
Net 6318 Engines made at Lynn Mass. By whom General Electric Co. When 1945

ominal 1486 Boilers, when made (Main) 1945. (Donkey) -
se Power of Main Boilers 2 W.T. Owners Anglo Saxon Petroleum Co. Ltd. Owners' Address -
(if not already recorded in Appendix to Register Book.)

of Donkey Boilers - Managers - Port LONDON. Voyage -
Main Boilers 470 S.H. If Surveyed Afloat or in Dry Dock Both. Palmers Dry Dock

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

st Report No. Port Classification; LMC Comp; Generator. Vibratn; 100A1 Classification Contemplated.
Particulars of Examination and Repairs (if any) 11.47.
Examined 11.47.
Carrying Petroleum in bulk.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 names 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.

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.

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

Why 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?

Latest date of internal examination of each boiler Port 19-7-48. Starboard 28-7-48. Present condition of funnel(s) Good, 500 lbs. at Drum. 470 lbs. at S.H.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes. 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? Yes. , 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? Yes. , and of the Donkey Boilers?

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? -

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Latest date of examination of Screw Shaft 13-7-48. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit.

Are engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted Yes.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

Has the insulation resistance of the generator, 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 Classification L.M.C. Survey commenced at Liverpool 11.47 in accordance with Circular 1871 now completed.

Special items of Machinery & Boilers as per Circulars 1871-74 in this case are in general conformity with Rule Requirements.

1st Entry Reports on Machinery (except Electrical) and boilers completed reports 4a & 5c herewith.

Now Done:- Vessel placed in Dry Dock, Propeller, Stern Bush, Sea connections and their fastenings examined.

Screw shaft drawn in and examined.

The blading, rotor shaft and rotor of main generator turbine together with thrust and intermediate shafts, pumps, pumping arrangements and condensers (tested) examined. (See Continuation).

General Observations, Opinion, and Recommendation:- The Machinery of this Vessel as now seen

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, B.S. 9.11, B.&M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

Is eligible in our opinion to be classed and to have the notations of L.M.C. 8.48 and T.S. (C.L.) 7.48.

Survey Fee (per Section 29) Part LMC £ 60: - : - Fees applied for 18-9-1948.
Special Damage or Repair Fee (if any) (per Section 29.) £ 10: 10: -
Travelling expenses (if chargeable) £ 2: - : - Received by me, - 19

James Cranston & Ginn
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned
FRI. 5 NOV 1948
LMC MS 1147
BS 848
87.48.ch

Lloyd's Register Foundation

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

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

s.s. "THALAMUS".

The auxiliary generator turbines and gearing examined.

The main W.T. boilers examined internally and externally together with their principle mountings and superheaters and safety valves at drum and superheater adjusted as stated above.

The oil fuel installation examined (pressure pumps opened up) and tested under working conditions.

The fire extinguishing arrangements and apparatus (CO₂ piped to Machinery compartments) examined and system re-charged as found necessary.

Main and auxiliary Machinery examined under working conditions and found satisfactory.

Scantlings and arrangements have been checked as far as practicable with typical plans of T2 Tankers.

Vibration of Main Generator & Turbine.

On account of stated abnormal vibration the turbine and generator rotors have been tested for truth in lathe, balanced and tested dynamically at the works of Messrs.

"Fraser & Chalmers"; Surveyor being in attendance (copy of Report 10 herewith).

Examination under working conditions on board vessel revealed no appreciable vibration other than a localised vibration of the alternator seating which has now been stiffened with an athwartship girder and the vibration satisfactorily dampened.

Repairs (Wear and Tear).

Stern Bush rewooded.

Low main injection steel valve chest built up with electric welding in way of local waterside wastage.

Buckled inner furnace front plate of port Boiler faired and furnace re-bricked.

Air heater tubes in both boilers renewed.

Forward rotary feed pump water end rotating unit (slack impellers) replaced with spare.

Main condensate and cooler circulating pumps water end shafts and bearings renewed.

Main circulating pump impeller and shaft renewed.

James Franchsen

