

No. 126100

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

(Received at London Office

22 OCT 1947

of writing Report. 11. 1.0. 1944. 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

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

Donkey Boilers Managers Co. Ltd. Port London. Voyage

Main Boilers X Surveyed Afloat & in Dry Dock Cammell Laird's.

Donkey Boilers (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. Years assigned now expired. Machinery and Boiler Surveys (including date of N.B., if any)

Fitted for oil fuel.

Carrying Petroleum in bulk.

Report No. Port

Particulars of Examination and Repairs (if any) See Rpt 8 Subg. T.S. B.S. Gen. Exam.

In all 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

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

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yesDonkey " " " none

state for what reasons

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.Surveyor examine the Safety Valves of the Main Boilers? yesSurveyor examine the Safety Valves of the Donkey Boilers? yesSurveyor examine all the manholes, doors and their fastenings of the Main Boilers? yesSurveyor examine the drain plugs of the Main Boilers? noneSurveyor examine all the mountings of the Main Boilers? yesScrew shaft now been drawn and examined? yes Has it a continuous liner? yesShaft now been changed? no If so, state reasonsApproved oil retaining appliance fitted at the after end? yes State date of examination of Screw Shaft 8.9.47.Bush close fit Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yesInsulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yesSurvey is not 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, stern 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 464 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:-

(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, LMC 9.11 or LMC 140 lb., FD, &c.)

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

Fee (per Section 29) B.S. 11: 0:0 T.S. 13: 0:0

Damage or Repair Fee (if any) 15 15 0

Printing expenses (if chargeable) 8: 0:0

LICENCE CASE LIVERPOOL 21 OCT 1947

Committee's Minute

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

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

002858-002869-0282 1/2

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

Is a Certificate required? 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 $4\frac{1}{2}$ " water wall tubes expanded.

A number of $4\frac{1}{2}$ " 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. 110 V. exc.

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

4625 KVA. 120 V. excitation.

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

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