

Rpt. 9

Date of writing report 4-8-59

Survey held at Schiedam

Received London

No. of visits 1

Port of ROTTERDAM

First date and Last date 25-7-59

No. 47838

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 33059 S.S. "THEOBALDIUS" Gross tons 10702 Date of build 1945  
Name ~~WVX~~ Owners N.V. Petroleum Mij. "La Corona" Managers Shell Tankers N.V. Port of Registry The Hague  
Engines made 1945 By General Electric Co. Type steam turb. M.N. 1200

Records of Survey & Special Notations as per Register Book

No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 2WTB W.P. 500lbs, Spt. 464lbs.  
H.S. 11354  
No. of Aux./Donkey Boilers W.P.  
Surveyed Afloat or in Dry Dock drydock  
Nature of Survey Condition and C.S.  
Was Damage Report issued? Int. Cert.? attached  
Last Report (For Head Office only)

| Hull             |       | Machinery  |          |
|------------------|-------|------------|----------|
| 100A1 oil tanker |       | LMC        | CS 10-57 |
| Classed          | 6-49  | M. Blr. S. | 10-58    |
| S.S. Wmd.        | 8-56  | TS         | 10-58 CL |
| Dock             | 10-58 | Sps        | 10-58    |

yes sent now

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers good Wear Down of Stern Bushes 3.5 mm Oil Glands Sea Connections good  
Fastenings good Has Screwshaft Tubeshaft been drawn? no Date of Examination Has Shaft been changed? no  
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides Side Centre
- 4 Crankpins & Bearings Side Centre
- 5 Journals & Bearings

## MAIN ENGINE DRIVEN AIR COMPRESSORS

- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices

## MAIN ENGINE DRIVEN SCAVENGE PUMPS

- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers

## SCAVENGE BLOWERS

## SUPERCHARGERS

## MAIN TURBINES

- 16 Casings, Rotors, Blading, Bearings & Thrusts

## EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

- 20 STEAM COMPRESSORS
- 21 CLUTCHES & HYDRAULIC COUPLINGS
- 22 REDUCTION GEARING
- 23 THRUST BLOCKS, SHAFTS & BEARINGS
- 24 INTERMEDIATE SHAFTS & BEARINGS
- 25 HOLDING DOWN BOLTS & CHOCKS
- 26 CONDENSERS (MAIN & AUX.)
- 27 STEAM RE-HEATERS
- 28 DE-SUPERHEATERS
- 29 STOP & MANOEUVRING VALVES
- 30 MAIN ENGINE DRIVEN PUMPS

## CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

## OPINION OF MACHINERY AND RECOMMENDATIONS

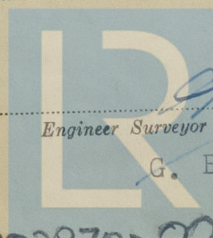
The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of C.S. (with date) when completed.

Date of Committee

Decision

40m, 4.57. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header



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Engineer Surveyor to Lloyd's Register of Shipping

G. Bons.

002870-002875-002876

If certificate is required state where to be sent.



32 Essential Independent Pumps (Identify by position)
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?
35 Fresh Water Coolers
36 Lub. Oil Coolers
37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main
40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
42 Evaporators
43 Have Evaporator Safety Valves been tested under steam?
44 Steering Machinery
45 Windlass
46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

| PROPULSION                   | PORT | STARBOARD | AUXILIARY EQUIPMENT                   |
|------------------------------|------|-----------|---------------------------------------|
| a Generators                 |      |           | l Generators & Governors              |
| b Exciters                   |      |           | m Motors                              |
| c Air Coolers                |      |           | n Switchboards & Fittings             |
| d Motors                     |      |           | o Circuit Breakers                    |
| e Air Coolers                |      |           | p Cables                              |
| f Control Gear, Cables, etc. |      |           | q Insulation Resistance               |
| g Insulation Resistance      |      |           | r Steering Gear Generators and Motors |
| h Insulating Oil Test        |      |           | s Navigation Light Indicators         |
| i Overspeed Governors        |      |           |                                       |
| j Magnetic Couplings         |      |           |                                       |
| k Air Gap                    |      |           |                                       |

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

|  |   |
|--|---|
| MAIN   | AUXILIARY, DONKEY or PRESS                |
| Superheaters   |   |
| Safety Valves  |   |
| Mountings, Doors & Fastenings  |   |
| Safety Valves Adjusted to { Sat.   |   |
| Spt.   |   |
| Boiler Securing Arrangements   |   |
| Main Economisers   | Exhaust Gas Heated Economisers            |
| Steam Heated Steam Generators  | Steam Generator Safety Valves Adjusted to |
| Were Oil Burning System & Remote Controls examined working in accordance with Rules?             | Forced Circulating Pumps                  |
| Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? | Funnel                                    |

EXAMINATION & TESTING OF STEAM PIPES (State material)

|                             |   |
|-----------------------------|---|
| Main                        | Auxiliary (over 3 in. bore)   |
| Were Copper Pipes annealed? | Have Saturated Pipes in cylindrical boiler smoke boxes been tested? |

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Blank area for particulars of defects and repairs.

LEAVE THIS SPACE BLANK

C.S. Advanced. It is submitted that this vessel is eligible to remain "CLASSED."

8 SEP 1959

Survey fees ... fl. 35.--

Damage fee ...

Expenses... fl. 3=

Date when A/c rendered... 18 AUG 1959

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