

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

3- AUG 1948

Date of writing Report June 9th 19 48 When handed in at Local Office June 12th 19 48 Port of NEW YORK Galveston

No. in Survey held at Galveston, Texas Date, First Survey May 26th Last Survey June 9th 19 48

Book No. 685 on the Machinery of the Woodcock Steel S.S. "THEOBALDIUS" ex "SILVER CREEK" (No. of Visits continuous)

Gross Tonnage 10662 Vessel built at Portland, Oregon By whom Kaiser Co. Inc. When 1945 8

Net Tonnage 6323 Engines made at Lynn, Mass. By whom General Electric Co. When 1945

Indicated Horse Power 1425 Boilers, when made (Main) 1945 (Donkey)

No. of Main Boilers 2 Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address _____

No. of Donkey Boilers _____ Pressure _____ Port London Voyage _____

Main Boilers 500 If Surveyed Afloat or in Dry Dock Todds No. 2 D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Donkey Boilers _____ (State name of Dock.) & Todds Wharves

Report No. _____ Port _____ Classification LMC BS TS Ele

Particulars of Examination and Repairs (if any) LMC BS TS Ele

Periodical 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.

Where a damage report has not been 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? _____

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? Both boilers hydrostatically tested to Rule requirements

What is the latest date of internal examination of each boiler? P&S June, 1st, 1948 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Main 500 Supt 468

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 valves of the Main Boilers? Yes, and of the Donkey Boilers? _____

Did the Surveyor examine all the mountings of the Main Boilers? _____, 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? No

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? _____

What is the date of examination of Screw Shaft? May 29-48 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/32"

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

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 all to Rule requirements

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done? Docking & part LMC MS

Work done:- Vessel placed in drydock, propeller, aft end of stern bush, sea valves with their fastenings examined, found or now placed in good condition.

Now done:- Tail shaft with continuous liner and stern bushes examined and replaced in good condition.

Now done:- Both water tube boilers examined internally and externally together with doors, mountings and safety valves, found or now placed in good condition. Both boilers, steam and feed water pipes hydrostatically tested and proven tight. Main and superheat valves adjusted under steam pressure noted above. Oil burning installation examined and tested under working conditions. Tank valves and deck controls examined, oil discharge pipes all found in good condition, accessible, visible, well lighted and joints tight.

General Observations, Opinion, and Recommendation:- The machinery and boilers of this vessel are in a good condition and eligible in my opinion, to remain Class contemplated with fresh record LMC-MS

in 1948 when the survey has been completed and to have the notation TS (CL) seen 5-48 & BS 6-48, subject to a spare propeller being supplied, and completion of changing fuses from renewable to cartridge filled (refractory material) type.

Survey Fee (per Section 29) \$ 260.- Fees applied for July 6, 1948

Special Damage or Repair Fee (if any) \$ _____ Received by me, [Signature]

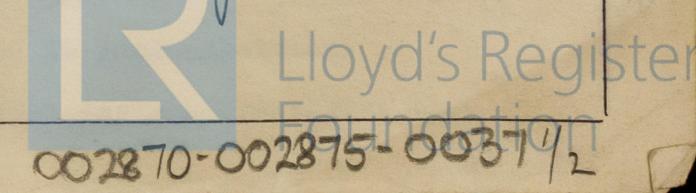
(per Section 29.) TELEPHONE 20- Travelling expenses (if chargeable) \$ _____

NEW YORK JUL 14 1948

Committee's Minute / Assigned Class contemplated

BS held & T.S. CL 5-48

In S. party held



002870-002875-00371/2

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

Thrust shaft, collar and pads, intermediate shafting and plummer block bearings, examined and found in good condition.

Main turbine throttle and control valves examined.

Main and auxiliary condensers examined and tested.

Main motor air cooler cleaned, tested and examined.

Two lubricating oil coolers, feed water heaters, examined and tested. Deaerating heater examined.

The following auxiliary machinery opened, examined, found or now placed in good condition.

Two auxiliary turbo-driven generator units, turbines, reduction gear and governors.

Two turbo driven feed pumps, turbines and water ends examined, also one vertical simplex feed pump.

Examined the following pumps complete with electric motors.

Two main and auxiliary condensate, main and auxiliary circulating water, two lubricating oil service, two oil fuel service, two bilge, two fire and butterworth, evaporator feed and two freshwater, one sanitary and one salt water service, three main cargo, two stripping.

Examined the following steam down pumps:-

One bilge and ballast, two fuel oil transfer, in aft pumproom one cargo tripping and one bilge, in forward pumproom one ballast and one bilge.

Two evaporators, air ejectors, two air compressors with air receiver; evaporator and air receiver safety valves adjusted under pressure.

Pumps and piping arrangement throughout examined.

Electrical:- Main propulsion motor examined, two auxiliary generators, all motors, main and auxiliary switchboards, distribution panels, circuits and fittings throughout were examined, insulation resistance megger tested, (June, 1948) and found or now placed in good condition. Generators, motors and all equipment examined under working conditions.

NOTE:- It was stated that the wood signal mast would shortly be removed as the undersigned represented the Owner, the Master request to omit the lightning conductor was agreed to and the changing of fuses from renewable to cartridge filled (refractory material) type to be completed.

The requirements of classification surveys LMC-BS and electrical completed at this time subject to completion of changing fuses to Rule requirements and a spare propeller being supplied.

Repairs Now done:- Main circulating water pump, spare impeller and shaft fitted and bearings renewed, original impeller dressed up for spare gear.

Auxiliary circulating water pump, shaft journals trued and bearings remetalled, sealing rings reconditioned.

Main feed pump (turbo units) water end casing of both pumps, cleaned out corroded areas and built up by welding, shafts and bearings reconditioned.

Auxiliary generator turbine shafts honed and carbon packing renewed.

Butterworth heaters tested and all joints renewed.

Deaerator heater ball float shaft renewed.

Main motor air cooler inlet cooling water valve renewed. Stern gland repacked.

Evaporators (two) internal baffles renewed, coils annealed and tested.

Service air compressor reconditioned, bottom end brasses renewed.

Emergency diesel generator unit, fuel pump renewed and radiator repaired.

CO₂ fire extinguishing systems overhauled by makers and placed in good condition.

Engine room fuel oil transfer pump fitted with extension control rod from freeboard deck.

Boilers:-

10 scotblowers reconditioned.
Brickwork front walls rebuilt and remainder repaired.
Air heater tubes tested and renewed, 29 pieces Port and 5 pieces Starboard.
Safety valve drain pipe on Port boiler renewed.

Electrical:-

Main circulation water pump motor, stator complete by rewound and bearings renewed.
Forced draft blower motors, (3), commutators skimmed and recut, all recoated and baked out, brushes renewed.
Starboard motor ball bearings renewed.
Starboard auxiliary amplidyne cleaned, recoated and baked out, commutator skimmed and ball bearings renewed.
All motors cleaned, control contactors and all panels throughout placed in good condition.
Main motor ammeter repaired, shaft revolution indicator motor cleaned, baked out and repainted, commutation trued.
Gyro compass reconditioned by Sperry representative .
Navigation panel fitted with second feed from midship panel and with change over switch.
Minor repairs carried out to machinery, boilers and electrical equipment.

J. Bloomfield