

Rpt. 9

Date of writing report 5-8-59

Received London

Port of ROTTERDAM

No. 47832

Survey held at Schiedam

No. of visits 1

First date and Last date 4-8-59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 33045 S.S. "THELICONUS" Gross tons 10691 Date of build 1944

Owners Shell Petroleum Co. Ltd Managers --- Port of Registry London

Engines made 1944 By General Electric Co. Type Steam turbine MN 1200

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 WT.B W.P. 500 lbs Spt. 464 lbs

No. of Aux./Donkey Boilers --- W.P.

Surveyed Afloat or in Dry Dock drydock

Nature of Survey Condition & C.S. (Steam)

Was Damage Report issued? --- Int. Cert.? yes

Last Report (For Head Office only)

Hull	Machinery
100A1 Oil Tanker	L.M.C. C.S. 11-56
S.S. BKM (Dr) 11-56	M.Brl.S. 10-58
dock 10-58	T.S. (CL) 10b-58
	Sps. 10-58
	O.F.

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 Propeller good Wear Down of Stern Bushes 2.8 mm Oil Glands --- Sea Connections good
Fastenings good Has Screwshaft Tubes 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

16 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

19 STEAM COMPRESSORS

20 CLUTCHES & HYDRAULIC COUPLINGS

21 REDUCTION GEARING

22 THRUST BLOCKS, SHAFTS & BEARINGS

23 INTERMEDIATE SHAFTS & BEARINGS

24 HOLDING DOWN BOLTS & CHOCKS

25 CONDENSERS (MAIN & AUX.)

26 STEAM RE-HEATERS

27 DE-SUPERHEATERS

28 STOP & MANOEUVRING VALVES

29 MAIN ENGINE DRIVEN PUMPS

30 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 THURSDAY 10 SEP 1959

Decision AS now

40m,4,57. T. (MADE AND PRINTED IN ENGLAND.)

Noted for Header

Engineer Surveyor to Lloyd's Register of Shipping G. Bons.

002956-002969-0361

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)

Wear & Tear Repairs: Minor repairs effected to seaconnections fastenings.

Advanced
It is submitted that this
vessel is eligible to remain
in CLASSED

LEAVE THIS SPACE BLANK

7/9/59

Survey fees ... £1.25.00

Damage fee ...

Expenses ...

Date when A/c rendered

18 AUG 1959

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Lloyd's Register
Foundation