

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

(Received at London Office 29 NOV 1948)

Date of writing Report 6th Oct., 19 48 When handed in at Local Office 6th Oct., 19 48 Port of Galveston, Texas
No. in Survey held at Galveston, Texas Date, First Survey 26th Aug. Last Survey 11th Sept., 19 48
Reb. Book 77327 on the Machinery of the Wool Iron or Steel S/S "THEODOXUS" (No. of Visits 6)

Tonnage { Gross 10672 Vessel built at Portland, Or. By whom Kaiser Co., Inc. When 1945
Net 6315 Engines made at Lynn, Mass. By whom General Electric Co. When 1945
Nominal Horse Power _____ Boilers, when made (Main) 1945 (Donkey) _____
No. of Main Boilers _____ Owners Anglo-Saxon Petroleum Co., Id. Owners' Address _____
(if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers _____ Managers _____ Port London Voyage _____
Steam Pressure in Main Boilers _____
If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted
in Donkey Boilers _____ (State name of Dock.) _____ precisely as in Register Book & Supplements).

Last Report No. _____ Port _____ Dock., B.S. & _____
Particulars of Examination and Repairs (if any) Screw Shaft

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In 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 _____

Was a damage report made by anyone else? If so, by whom? Not required

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

" " Donkey " " " _____

If this was not done, state for what reasons? _____

And what parts of the Boilers could not be thus thoroughly examined? _____

Go 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? Also hydrostatic pressure of 750 lbs.

State latest date of internal examination of each boiler 1/9/48 & 2/9/48 Present condition of funnel(s) Good

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? _____

Has 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 shaft now been changed? Yes If so, state reasons Liner fractured and shaft badly grooved, see rpt.

Has the shaft now fitted been previously used? No Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? _____

State date of examination of Screw Shaft 1/9/48 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Close fit rewooded

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

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? _____

Has the insulation resistance of the generators, 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. Complete for Docking, Boiler Survey and Screw Shaft for Classification and Repairs.

Now Done _____

Vessel placed in dry dock, screw shaft, propeller, inner and outer stern bushings, sea valves with their fastenings examined, found or now placed in good condition.

Screw shaft drawn, found liner badly fractured in several places, part of the liner removed in way of the largest fracture, found shaft badly water grooved in way of fracture about 5/16" in depth, shaft condemned and replaced with new shaft, marks as follows -

New Shaft	Nut
<u>170415</u>	<u>170415</u>
<u>102685</u>	<u>102867</u>
<u>LLOYD'S</u>	<u>J.D.</u>
<u>No. 7256</u>	
<u>21-1-48</u>	

General Observations, Opinion, and Recommendation:— The Boilers and Machinery of this vessel are

(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.E.M.S. 9,11, *L.M.C. 9,11, or *LMC 140 lb., F.D., &c.)

eligible, in my opinion, to remain viz. L.M.C. as at present with notation of Boiler Survey 9,48 and Screw Shaft (CL) (new) seen 9,48, subject to spare propeller being placed on board at first opportunity, and survey of machinery and electric equipment being completed.

Survey Fee (per Section 29) BS & 1st Entry \$260.00 Fees applied for T.S. 30.00

Special Damage or Repair Fee (if any) \$ _____ 13/9/ 19 48

(per Section 29.) Selling expenses (if chargeable) \$ 3.00 Received by me, James Luntz 19 _____

Late Fee _____ NEW YORK NOV 3 1948 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute _____

Assigned Classification British

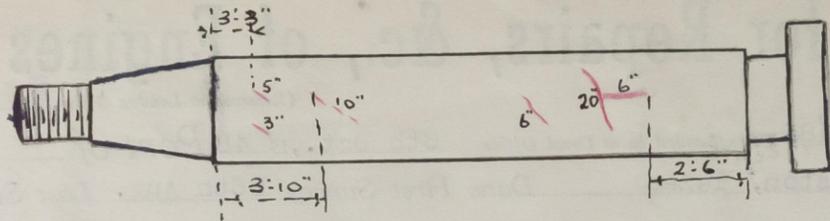
B.S. 9, 48. T.S.N. 9, 48. subject.

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)
100A1 (Classification Contem- plated)		BS 11, 47
11, 47		
Examined 11, 47		
Carrying Petroleum in bulk		

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

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





Sketch of condemned screw shaft showing fractures in red.

Inner and outer stern bushing renewed completely with lignum vitae, it previously was a micarta bush
New coupling bolts of Lloyd's tested steel fitted between screw shaft and intermediate shaft, marks on steel coupling-bolts were made from, were as follows -

6584
1999
LLOYD'S
584
5/10/48

Boiler Survey

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 fuel water lines hydrostatically tested and proven tight. Main and superheat safety valves adjusted under steam pressure as stated above. Oil burning installation examined and tested under working conditions. Tank valves and deck control examined. Oil discharge pipes all found in good condition, accessible, visible, well lighted and joints. tight. All steam pipes over 3" bore tested to rule requirements.

Main Condenser

Opened up, cleaned and tested, found or made tight.

Repairs

Propeller shaft revolution counter overhauled and placed in good working condition.

Forward main feed pump, new impeller sleeves fitted, impeller in way of sealing rings built up and machined to suit, new carbon packing rings fitted, thrust adjusted, pump tested out and found satisfactory.

Main condenser renewed all defective zinc plates.

Boilers

All soot blowers of both boilers overhauled.

Furnace refractory work of both boilers repaired as found necessary.

1 screen tube renewed in port boiler and 6 tubes expanded.

2 tubes in starboard boiler expanded.

Other minor machinery repairs carried out at this time.

Cert. B1 issued, copy herewith.



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