

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
Reg. Book 77327 on the Machinery of the Wood 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., Ltd. Owners' Address
No. of Donkey Boilers (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers Managers Port London Voyage
in Donkey Boilers If Surveyed Afloat or in Dry Dock Both
(State name of Dock.)

Last Report No. Port Dock., B.S. & Screw Shaft

Particulars of Examination and Repairs (if any) Periodical Surveys, when held, must be reported in detail and serially 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

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		

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?
Also 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.

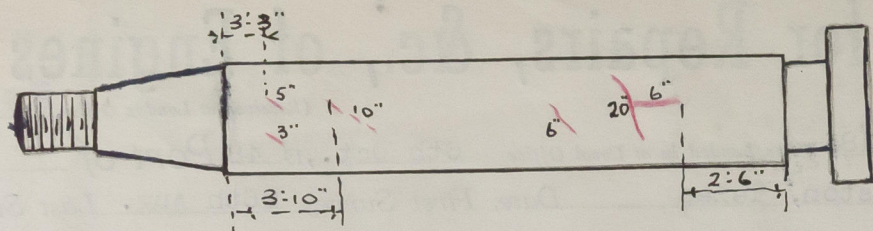
State latest date of internal examination of each boiler 1/9/48 & 2/9/48 Present condition of funnel(s) Good
Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? -
Did the Surveyor examine the Safety Valves of Donkey Boiler? - 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? -
Was 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
Was shaft now been changed? Yes If so, state reasons Liner fractured and shaft badly grooved, see rpt.
Was 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
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? -
Is 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
170415 170415
102685 102867
LLOYD'S J.D.
No. 7256
21-1-48 (P.T.O.)

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.)
CS 3,34,
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
Special Damage or Repair Fee (if any) \$: :
(per Section 29.)
Selling expenses (if chargeable) \$: 3.00
Late Fee \$: 20.00
Committee's Minute
Assigned Classification British
B.S. 9, 48. T.S.N. 9, 48. subject.
VTB (SP7) 500 lbs.
Fees applied for 13/9/ 19 48
Received by me, 19 48
NEW YORK NOV 3 1948
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
003092-003099-0021



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.