

Rpt. 9

Date of writing report 18-8-59

Received London

Port of ROTTERDAM

No. 47866

Survey held at Schiedam

No. of visits 1

First date and

Last date 6-8-59

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 33076 Name S.S. "THEODOXUS" Gross tons 10696 Date of build 1945

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

Engines made 1945 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 WTB 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 and C.S.

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

Last Report (For Head Office only)

Hull		Machinery	
100A1 Oil tanker	L.M.C.	C.S.	7-57
Classed	9-48	M.Br.L.S.	9-58
S.S. Shl. (Dr.)	7-57	T.S.	4-56 CL
Dock	8-58	Sps.	7-57
		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 Propellers † Wear Down of Stern Bushes 4,5 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

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

18 MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 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

31 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, subject to the propeller being specially examined and dealt with as necessary and to the inboard auxiliary turbo alternator turbine blading being repaired as previously recommended before the vessel is put into commission.

THURSDAY 24 SEP 1959

Date of Committee

Decision

As now subject

Noted for Header



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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 .....	.....	i 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)

S.R.L.: The propeller found generally wasted and thin (eroded).
It is submitted that the propeller is to be specially examined and dealt with as necessary before the vessel is put into Commission again.
It is stated by the Owners that the vessel is to be laid up at an Irish Port due to this the tailshaft survey (due 4-59) was not carried out this time and the S.R.L. item regarding the inboard turbo alternator was not dealt with.

LEAVE THIS SPACE BLANK

[Handwritten signature]

Survey fees ..Fl. 30,-

Damage fee

Expenses... .. 40,-

Date when A/c rendered.....