

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

No. 48683

(Received at London Office - 5 OCT 1948)

Date of writing Report Sept. 3rd 1948 When handed in at Local Office Sept. 3rd 1948 Port of NEW YORK
 No. in Survey held at New York Date, First Survey July 2nd Last Survey Sept. 2nd 1948
 on the Machinery of the Wood, Iron or Steel S.S. "THEOKEETER" (No. of Visits 6)

Gross 2865 Vessel built at Sunderland By whom Sir J. Laing & Sons Ltd. Year. Month.
 Net 1690 Engines made at Newcastle When 1942 8
 Nominal 275 Boilers, when made (Main) 1942 By whom When 1942
 of Main Boilers 2 Owners M.S. Polemis (Donkey)
 of Donkey Boilers - Owners' Address
 Pressure Main Boilers 200 Managers Gaulondris Bros. (if not already recorded in Appendix to Register Book.)
 Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat Port Andros Voyage
 (State name of Dock.) Beth Steel Co. Hoboken, N.J.

st Report No. Port

Particulars of Examination and Repairs (if any) Conversion
 Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use 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 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.
 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.

a damage report made by anyone else? If so, by whom?

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

" " Donkey " " "

was not done, state for what reasons?

that 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?

latest date of internal examination of each boiler

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

the Surveyor examine all the mountings of the Main Boilers?

Screw shaft now been drawn and examined?

Is it fitted with continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Screw shaft now been changed? If so, state reasons

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Work done: The boilers converted from coal burning to oil fuel.

The heaters, pumps and equipment installed as outlined in Bethlehem Steel Co's drawings T 267.

The equipment furnished by the Owners, consisted of two (2) Coen Series B-3-66 oil fuel heaters.

Dean, horizontal duplex service pumps 4" x 2 5/8" x 5", one (1) horizontal duplex transfer

pump 5 1/2" x 5" x 5", air pump chamber, governor, relief valves, strainers, thermometers and gauges.

and six (6) mechanical burners. The heaters were marked:- tested 600 p.s.i. and are of welded construction.

The equipment installed in order, piping tested as per Rule.

On completion, the equipment tried out under working conditions and found in order.

Our fire extinguishers and sand box fitted in way of the O.F. equipments. PTO

General Observations, Opinion, and Recommendation:-

The machinery and boilers of this vessel

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

*L.M.C.

140 lb., F.D., &c.)

CS 3,34,

as far as now seen is in safe working condition and is in my opinion eligible to be continued as now classed, with the notation, fitted for oil fuel 9,48 flash point above 150° F.

Fee (per Section 29) \$: :

Fees applied for

Sept 21 19 48

Received by me,

19

Damage or Repair Fee (if any) \$50.00:

(per Section 29.)

Shipping expenses (if chargeable) \$6.00:

NEW YORK SEP 15 1948

Committee's Minute

Signed Reclassification As now

Engineer Surveyor to Lloyd's Register of Shipping.

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Smothering lines fitted under the boilers.

Three (3) additional electric lights and fittings installed in way of the equipment, gauges and thermometers.

The returns from the heating coils, heaters, pass through an inspection tank.

Form with fields for: Last Report No., Particulars of Examination and Repairs (if any), Date of Survey, Name of Surveyor, Name of Ship, Name of Master, Name of Engineer, Name of Boiler Maker, Name of Engine Maker, Name of Smothering Line Maker, Name of Electric Light Maker, Name of Fittings Maker, Name of Inspection Tank Maker, Name of Heating Coils Maker, Name of Heaters Maker.

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