

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

(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. "THEOKEETOR" (No. of Visits 6)

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

Previous Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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)
*10DA1 5.48	5.48	+LMC 5.48
Reclassification		
SS Nfl-5.48		CL.N.5.48

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

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.

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

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

" " Donkey " " "

Was a special examination of the funnel(s) made? If not done, state for what reasons?

What 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?

What is the latest date of internal examination of each boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler? 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? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

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

Has the 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?

Has the shaft now been changed? If so, state reasons.

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the latest date 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.

When 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?

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

Is the Survey 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.

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

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

One (1) 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 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 1948

Damage or Repair Fee (if any) \$50.00 : : Received by me, J. A. Moore

(per Section 29.)

Printing expenses (if chargeable) \$6.00 : : 19

Committee's Minute

Signed Reclassification as now

NEW YORK SEP 15 1948



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

