

No. 127893

Rpt. 9.

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 24 NOV 1948)

LIVERPOOL

Date of writing Report.....19..... When handed in at Local Office.....19.....

Port of

Birkenhead

Date. First Survey

17/8/48

Last Survey

30/10/1948

No. in Reg. Book

58450

Survey held at on the Machinery of the ~~Woodhouse~~ Steel

"ESSO LONDON".

Year. Month.

Tonnage { Gross 10712 Net 6301

Vessel built at Chester, Pa.

By whom Sun S.B. & D.D. Co.

When 1944

Nominal Horse Power

Engines made at Schenectady, N.Y.

By whom Gen. Electric Co.

When 1944

No. of Main Boilers 1 WT

Boilers, when made (Main) 1947

(Donkey) -

No. of Donkey Boilers -

Owners Anglo American Oil Co. Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 500

Managers Esso Transportation Co. Ltd.

Port London

Voyage

in Donkey Boilers -

If Surveyed Afloat or in Dry Dock Cammell Lairds

(State name of Dock.)

Bromborough

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)
100A1 (Classification Contemplated) 11,47		BS 11,47.
Examined 11,47.		TS CL 10,47.
		Fitted for O.F.
		Carrying petroleum in bulk.

Last Report No. Port

Particulars of Examination and Repairs (if any) Dka, h.M.C. Ryan + Trials

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the R.O.s. 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 No damage

Was a damage report 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? yes

Donkey " " " None

If not, 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?

State latest date of internal examination of each boiler STAR-16-9-48 PORT-24-9-48 Present condition of funnel(s) Efficient

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 500 + 465 lbs/sq"

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes 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 plugs of the Main Boilers? None, and of the Donkey Boilers?

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

Has the screw shaft now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft Not examined State the wear down in the stern bush 3/32" Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? as detailed

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Docking - Vessel placed in drydock. Propeller, valves and outside fastenings of sea connections examined and found or placed in a satisfactory condition.

M.S. Examined Main turbine rotor, bearings, casing, both turbo-generators and their gearing over all parts, thrust shaft, main and auxiliary condensers (tested), both main and auxiliary condenser sea circulating pumps, both main and one auxiliary condensate pumps, main and auxiliary air ejectors and their condensers (tested), both main fuel pumps and their turbines driving engines, auxiliary fuel pump (Simplex), de-aerating heater, feed heater (tested), both fresh water evaporators and their feed pumps, both main motor and main generator air coolers (tested), both lubricating oil coolers (tested), both fuel oil heaters (tested), both bilge pumps, fuel oil transfer pumps, fuel oil service pumps, lubricating oil pumps, both combustion control and ships service air compressors, ships service air vessel, fire and Butterworth pump, both fresh water and wash water pumps, sanitary pump, pumping arrangements, windlasses,

General Observations, Opinion, and Recommendation: The machinery of this vessel, where now seen, is eligible in my opinion, for a record of h.M.C. 10.48. to be entered in the Register Book.

Survey Fee (per Section 29) h.M.C. £100:0:0 Fees applied for 18 NOV 1948

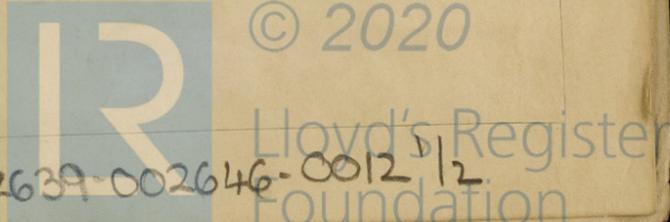
Special Damage or Repair Fee (if any) £12:12:0 Received by me,

Travelling expenses (if chargeable) £10:10:0

LICENCE CASE LIVERPOOL 23 NOV 1948

Assigned L.M.C. 10.48

James H. Smyth, Engineer Surveyor to Lloyd's Register of Shipping.



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

If so, to be sent to

M.S. (cont) Steering engine, "Corimer" diesel generating set (emergency), auxiliary turbo-generator and found or placed in a satisfactory condition.

Steam pipes tested to rule requirements and found satisfactory.

BS. Both water tube boilers examined internally and externally together with their mountings, superheaters, manholes, handholes, doors and their fastenings and found or placed in a satisfactory condition. Safety valves adjusted under steam as noted.

#### REPAIRS (WEAR & TEAR)

MACHINERY Main turbine, bearings renewed & original bearings reinstalled for spares.

Main turbine lower exhaust casing struts eroded due to steam impinging on them, clips now tack welded on them so as to take the steam impingement.

Starboard turbo-generator, rotor shaft in way of carbon segments corroded, shaft now ground true and segments renewed.

Ships service air compressor high pressure gudgeon pin slack, now renewed.

Main condenser overboard discharge pipe (copper) pitted internally, now built up and tinned internally with solder and hydraulically tested.

Main injection valve chest pitted internally, pitting built up by electric welding and now considered satisfactory.

Main sea circulating pump, sealing rings renewed and bearings reinstalled.

Sanitary pump, impeller and gland sleeves renewed.

After fuel pump turbine, shaft ground true in way of carbon segments and segments renewed, after journal machined and bearing reinstalled.

Windlass engine, one piston valve renewed and cage machined, a number of pins and bushes renewed.

Steering engine, lower guide bearing slack, now renewed.

Sundry minor repairs effected.

#### BOILERS

Starboard boiler, 10 fire tubes renewed.

Port boiler, 3 fire tubes renewed, 1-1/4" tube choked now renewed.

500 air heater tubes renewed between each boiler

Both boilers hydraulically tested on completion of repairs and found satisfactory.

Hurnace brick work renewed where necessary in each boiler.

Trials Main and auxiliary machinery examined under working conditions in dock and found in a satisfactory condition.

Science checked and work verified.

JHS

#### Electrical Equipment

Repair. Rotor of main propulsion alternator removed to works and opened up for inspection due to suspected faulty insulation. Fault located in slot insulation. Recommended faulty coils be removed and new insulation fitted. As the repairs require considerable time, the owners decided to remove the rotor from the "Easo Manchester" alternator now at Ayrmouth & fit same in "Easo Locker". This work has been carried out, the machine balanced in place, tested under working conditions and found satisfactory. Insulation test of unit carried out.

The rotor now being repaired will, when completed, be fitted in the "Easo Manchester".

Other minor repairs effected - found satisfactory.

W.S.