

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

(Received at London Office 11.9 DEC 1947)

Report of writing Report... When handed in at Local Office 16<sup>th</sup> DECEMBER 1947 Port of **NEWCASTLE-ON-TYNE**  
 in Book. Survey held at **Wallsend, Jesmond** Date. First Survey 21<sup>st</sup> OCTOBER 1947 Last Survey 19<sup>th</sup> NOVEMBER 1947  
 on the Machinery of the **Wood, Iron or Steel TURBOELEC ESSO LONDON** (No. of Visits 18)

Age { Gross 10712 Vessel built at **B. Peckham P.A.** By whom **Swan & Hunter** When 1944-  
 Net 6301 Engines made at **Schenectady N.Y.** By whom **General Electric Co.** When 1944  
 Main Boilers Boilers, when made (Main) 1944 (Donkey)  
 Owners **Anglo American Oil Co. Ltd** Owners' Address  
 Managers **Esso Transportation Co. Ltd** Port **London** Voyage  
 If Surveyed Afloat or in Dry Dock **Both** (State name of Dock.) **Swan & Hunter**

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 to this class.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1		
Classification contemplated		
Examined 2, 47		
Carrying petroleum in bulk		
Fitted for oil fuel		

Particulars of Examination and Repairs (if any) **See Exam B.S.T.S.**

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 repairs 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.

In cases where the Surveyor has not made a special damage report he is required to state whether he has referred his services for this purpose, and why they were declined.

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

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

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

Were any parts of the Boilers not thus thoroughly examined?  Yes

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?  Yes

What was the latest date of internal examination of each boiler? 12-11-47 Present condition of funnel? **efficient**

Did the Surveyor examine the Safety Valves of the Main Boiler?  Yes To what pressure were they afterwards adjusted under steam? **DRUM-500 lbs. SPT-465 lbs.**

Did the Surveyor examine the Safety Valves of Donkey Boiler?  Yes To what pressure were they afterwards adjusted under steam?  Yes

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

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

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

Has the 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?  Yes

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

Has the shaft now fitted been previously used?  Yes 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?  Yes

What was the date of examination of Screw Shaft? 29-10-47 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? **1/32"**

Were engine parts, when referred to by numbers, should be counted from forward?  Yes Is electric light and/or power fitted?  Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?  Yes See separate report.

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

Where the survey is not complete, state what arrangements have been made for its completion and what remains to be done.

**Impeller, screw shaft & outside fastenings examined & found or placed in order along with their mountings & safety valves examined & placed in safe working condition. Safety valves adjusted under steam to the above pressures. general examination made of the machinery, examined under working conditions and satisfactory. following parts of the machinery examined & found or placed in an efficient condition. turbine. Thrust bearing, for rotor, for motor bearing. Generator. Gear wheel, pinion & bearings. Condensers. 7 Tubes renewed & tested. Circ. pump. Impeller & shaft - shaft machined new bearings fitted.**

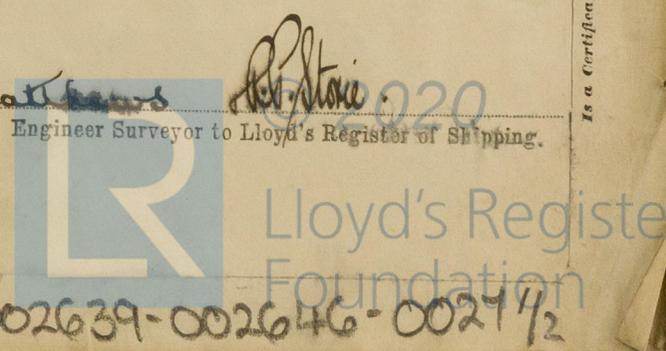
General Observations, Opinion, and Recommendation:— **The machinery of this vessel is in an efficient condition. It is recommended that the vessel be allowed to proceed to sea. It is recommended that the vessel be allowed to proceed to sea. It is recommended that the vessel be allowed to proceed to sea.**

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Fee (per Section 29) £11:0:0 Fees applied for **that report**  
 Damage or Repair Fee (if any) £3:0:0  
 SUPERVISION £1:1:1 Received by me, **J. A. Matthews**  
 Expenses (if chargeable) £1:1:1 19

Committee's Minute TUES. 20 JAN 1948

As now B.S. 11, 47 (500 lb) - W.T.B. 8.10.47 CL



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

Is a Certificate required? Refer to the form sent to

002639-002646-002772

TURBOELEC ESSO LONDON

Port Turbo feed pump - removed to shop, turbine & pump overhauled & refitted.

Evaporators (2) opened up & cleaned.

Boiler repairs. Port boiler. 9 bottom row tubes renewed 2" O.D. 10 B.W.G.

42 air heater tubes blanked off.

Starboard " 1 bottom row tube renewed

67 air heater tubes renewed.

After completion of repairs boilers water tested to 550 lbs a" & found sound & tight.

Air heater tubes for port boiler have been ordered & will be fitted first opportunity (882 heater tubes each boiler 1 1/2" O.D. 14 B.W.G.)

Stern bush reworked

T2 TANKER. S.H.P. 6000/6600 at 90/93 revs per min

Propeller - Bronze. Dia 19'-6". Pitch 17'-6" at 6'-6" rad. 4 blades. Surface 138.3 sq

Screw shaft. Dia 18 5/8". Thickness of liner 1 1/8"

Length of stern bush bearing. 7'-3" aft, 22" for

Intermediate shaft. - 16 7/8" dia

Thrust shaft - 17 1/2" dia - 18" dia at collar

Coupling bolts - P.C. 2-2. 9-3 3/8" dia at coupling face

All coupling flanges - 4" thick

Boilers. Heating surface per unit. Boiler (incl W.W.) 4934 sq ✓

Superheater 842 sq ✓

Waterwalls 158 sq

Air heater 2468 sq

Safety valve setting pressure - Boiler drum - 500 lbs a" ✓

Sup<sup>r</sup> outlet - 464 lbs a" ✓

Capacity - normal load lbs per hour. Total steam 32,058

Sup<sup>r</sup> " 29,908

De - " " 2,150

Safety valves. Two Consolidated Type 1553A - 2 inch each boiler

One " " 1553C - 1/2 " " superheater

Size of valves as measured. Main 1 5/8". Sup<sup>r</sup> 1 5/16"

Main feed - Bailey thermo hydraulic feedwater regulator - 2" dia

Aux<sup>y</sup> " - Hand controlled - 2" dia

Water gauges - 1 Water gauge with glass

- 1 Reliance Eye Hye water level indicator - gauge glass in engine room.

Turbo feed pumps (2) - 200 gals per min against pressure 575 lbs a"

Aux<sup>y</sup> feed pump - 130 " " " " " " " "

10 x 7 x 24



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Foundation