

Rpt. 9

1 JUL 1958

Date of writing report 28.6.58.

Received London

NEWCASTLE-on-TYNE

No.

Survey held at North Shields.

No. of visits 6

First date 5.6.58

Last date 22.6.58.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 09664 Name M.V. "ESSO HULL" Gross tons 10394 Date of build 4.1936.
Owners Esso Petroleum Co. Ltd. Managers - Port of Registry London.
Engines made Glasgow By Harland & Wolff Limited. Type Oil Engine 4 SA 6 Cy. 740 x 1300 m.m.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers 3 W.P. 200 lbs./sq.in.
Surveyed Afloat or in Dry Dock Both
Nature of Survey Part C.S., D.B.S., T.S.
Was Damage Report issued? No Int. Cert.? Yes
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
* 100 A1.	* LMC.
Carrying Petroleum in Bulk.	Eng. C.S. 3.55.
S.S. Bhn (Dr) 3.55	B.S. d 7.57.
Dkg. 6.57.	T.S. C.L. 1.55
	S.P.S. 7.57.

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 Good Wear Down of Stern Bushes Renooded Oil Glands Sea Connections
Fastenings Good Has Screwshaft been drawn? Yes Date of Examination 10.6.58 Has Shaft been changed? Yes
Has Shaft now fitted been previously used? No Has Shaft now fitted a continuous liner? Yes Approved oil gland? No

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

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 Good.

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, so far as now seen, is in safe working condition and eligible, in our opinion, to remain as classed with fresh record of T.S. (C.L.) N.6.58 now and D.B.S. 6.58 when the exhaust gas boiler safety valves have been adjusted.

Date of Committee THURSDAY 24 JUL 1958
Decision TS. N. 6.58

32 Essential Independent Pumps (Identify by position) G.S. Pump - Good.

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 Both Good. 37 Heaters (state service) F.O. Unit - Good.

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main Both Good. 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure) All Good.

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)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators			l 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 DONKEY ~~Port and Starboard~~ - Good 12.6.58,
Exhaust Gas Good - 12.6.58.

Superheaters Good

Safety Valves Good

Mountings, Doors & Fastenings Good

Safety Valves Adjusted to { Sat. Port and Starboard - 200 lbs./sq.in.
Spt. -

Boiler Securing Arrangements Good

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? Yes - Good Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel Good.

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)

Screwshaft liner found worn in way of packing and scored in way of bush. Propeller found wasted over majority of blade surfaces. Spare screwshaft and spare propeller have now been fitted. The spare propeller has been tried with and without the key into the spare shaft and found a good fit.

Spare screwshaft now fitted found stamped :-

S.F. 2553 LLOYDS P.S. 24.10.35. S.I. F.W. 36.

Spare propeller now fitted found stamped :-

R.I.H. 2248, P.M.B. BIRKENHEAD DIA. 10' Pitch 11.0 Surface 88 sq. ft.

New liner fitted to original shaft and this shaft now held as spare.

Owners state the safety valves of the exhaust fired boiler will be adjusted by the Chief Engineer and a covering letter sent to London Office.

LEAVE THIS SPACE BLANK

Survey fees D.B.S. £23. 0. 0.
Part C.S. £10. 0. 0.
T.S. £7. 0. 0.

Damage fee Repairs £3. 0. 0.

Expenses Sunday Fee £5. 5. 0.
Expenses 12. 0.

Date when A/c rendered

1 JUL 1958

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Foundation