

(Received at London Office.

12 APR 1955

in
took. Survey held at Bremerton Date. First Survey 2.12.54 Last Survey 7.3.1955
(No. of Visits 22)

| | | | | | | | | |
|-------|-------|-----------------|---------|---------|-------------------|------|------|---|
| Gross | 10394 | Vessel built at | Hamburg | By whom | Blohm & Voß K. A. | When | 1936 | 4 |
| | | | | | Reichswerke | | | |
| | | | | | Harland Wolff Ltd | When | 1944 | 6 |

| | | |
|-----------------------|-------------------------------------|---|
| 410. | Owners <i>See Pelitum & Co.</i> | Owners' Address..... |
| Main Boilers <i>✓</i> | | (if not already recorded in Appendix to Register Book.) |
| | | Port <i>LONDON</i> Voyage |

| | | | |
|--------------|---|-----------------------|---|
| 1855-56 | ✓ | (State name of Dock.) | precisely as in Register Book & Supplements). |
| Main Boilers | | | CHARACTER. * for Special Survey. |
| 2014 | | | Machinery and Boiler Surveys |

diary Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on

age cases where the Surveyor has not made a special damage report he is required to state whether he offered his

e Surveyor personally go inside each Main Boiler separately and make a through examination at this time?.....

special means, in the absence of internal examination, were adopted by the Board to secure itself of the thorough efficiency of those parts of each Boiler?

he Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?
 he Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam? 200 lbs/ft²

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

shaft now been changed? no If so, state reasons..... Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

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

N/A) Done :- Vessel placed in dry-dock, examined propeller and outside faultering, sea valves (opened), sea chests

valves and bearings & pins, crank and thrust shaft bearings & journals. Attached Buchi blower, fuel or

ating pump, general service / F.N. (standby) pump, standby main lubricating oil pump, both bore feed water pump.

and compressor coolers, additional generator cool (steam), additional pump water cooler one oil fuel cooler and

Examined P. & S. donkey boilers and exhaust gas boiler in the vicinity
(Continued)

also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, etc., and, for example, if the
 *LMC 140 lb., FD, &c.)
 CS 3,34

Survey has been completed.

by Fee (per Section 23)..... 200.00..... 200.00
 Fees applied for, 14/4/55
 by W. H. Allan

Electronic installation --- 2:15:--
Addition of generator - cat --- 2:15:--
Committee's Minute.

2. 1.55. DSS 3.55. CERTIFICATE WRITTEN. 002736-0027

M.V. "ESSO HULL"

entirely with their clean drives, mountings, doors, and fastenings. Safety valves adjusted to 200 lbs. sq. in., boiler front oil fuel pump pipes under working conditions, fire extinguishing apparatus, deck controls to steam and oil fuel bunker valves examined and tested. Repairs: - Propeller blades tips dressed by hand (thin and slightly turned). Stern bush renewed in bottom half. (over).

No. 3 M.E. cylinder liner renewed. Stamped "LLOYD'S TEST W.T. 100 lbs. 6.3.54 E.E." (wear). No. 5 cylinder cover replaced by spare (crack in injection valve pocket, not repaired by boring out and fitting steel bush). Spare cover also placed on board stamped: "LLOYD'S TEST W.T. 50 lbs. 2.2.55 E.E." Valve gear overhauled, cam shafts rebled, valve rocker arms rebled and pins skinned. All tip end pins dressed by hand and bearings adjusted. One cracked shoe re-bolted (shock).

End cover of Bushi blow turbine cracked between small edge of joint face and bolt holes efficiently repaired by metallock. Auxiliary circulating pump engine cylinder rebled and piston renewed (wear). About 20 tubes in auxiliary condenser and water-cooler renewed. (S.H.).

After steam down compressor engine H.P. cylinder and valve chest rebled and piston valves renewed. (wear). Windless main shaft skinned in lathe and bearing brasses renewed. The bushes re-lined. All pumps generally overhauled and placed in good order. A few tubes in P. & S. donkey boiler re-expanded and O.P. seams re-cranked (shift leakage, trace) and three lower tubes in exhaust gas boiler renewed (ends corroded).

Conversion (1): - The main engines were converted from salt-water to fresh-water cooling. A re-conditioned fresh-water cooler was installed on board. The cooler casing (steel) and tube plates renewed, the cooler tested and stamped "F.W. SIDE T.P. 6 Kgs/cm², S.W. SIDE T.P. 6 Kgs/cm², 4.2.55 W.A.A.". A new fresh water circulation pump was installed, the existing bilge pump arranged as standby fresh-water pump and the fresh water system was satisfactorily installed in accordance with the approved plan No. 79875 attached.

(2) The main engines were converted to burn heavy oil in accordance with the arrangement as shown in Plan No. 79891. Three existing lubricating oil tanks were converted to heavy oil fuel tanks and new lubricating oil storage tanks were installed on board. One re-conditioned injection-nozzle fuel-oil cooler and two fuel oil heaters were examined and tested in the ship and were found to be satisfactory and are stamped: - Cooler: "T.P. CASING 6 Kgs/cm², TUBES 6 Kgs/cm², 19.1.55 W.A.A." 2 Heaters: "T.P. CASING 6 KGS./CM² TUBES 14 KGS./CM², 17.1.55 & 19.1.55 W.A.A.". Three new fuel oil heaters installed are stamped "LLOYD'S SHELL & TUBES TESTED TO 500 LBS. NO. 003870 R.P." & NO. C 003879 28.12.54 R.P., "NO. C 003890 R.P." The pipes lines were tested and examined as required and the system was examined under working conditions on completion and was found satisfactory. The scallops and supports of the additional generating set, pumps, heat-exchangers examined and found to be satisfactory.

Particulars of additional auxiliaries: - h) fresh water pump by Kleinschmidt - Brest-Breton No. 514 245. 150 l/min. 25 m. high, 1500 RPM, motor by Elektro Wasserwerke Berlin No. 32300, 110V X 178 amps. 24 H.P. Workshop test certificates attached.

Reconditioned 80 Kva generator engine by N.H. Allen. No R2/61018/60. 500 RPM. 135 H.P. 2 main engine O.F. nozzle cooling circ. pumps & Hansen motor, 1 H.P., 1450 RPM. No. 557640/1. For O.F. separator motor, Metropolitan Vickers, 7.5 H.P., 1450 R.P.M., No. 13382 J17, /J18. 60.5 Amps.

M.V. "ESSO HULL"

Electrical installation.

2 steam driven generators of 40KW each 110V.

1 " " " " 80KW 110V.

Both 40KW generators removed to ship, commutators skinned brush gear overhauled and generators stored as found necessary and re-varnished. Re-conditioned 80KW, 220V. generator satisfactorily converted to 110V, tested and examined in the ship and on board and found satisfactory.

The main switchboard was part renewed and additional Siemens automatic fuses fitted in the lighting circuits and air breaker switches were fitted to the 40KW generators with an equalising line, together with breaker switch to the additional 80KW generator, all in accordance with the approved plan No. 79884 attached.

The 80KW generator is by W.H. Allen, built 1947, NO. E2/61019/60, 500RPM. 4 pole type, compound wound & I.P., Cont. Rating. and is now stamped: - "REWOUND FOR 110VOLTS. 27.1.55 WAP."

Workshop test results are attached.

On completion, the three generators examined under load conditions, the governing tested and breaker switches adjusted and all made satisfactory.

The electrical installation throughout was tested and the insulation resistance found or made satisfactory. Some minor repairs were made to the lighting fittings and cables.

S.Rh. The steering pilot cable, 16 core, was examined and insulation resistance was tested and 14 of the 16 leads were found to show 'infinity' and the two defective leads have been cut out. Eleven leads are required in the pilot cable leaving three as spare.

The following additional motors were installed: -

Fresh water circulating pump motor: 178 amps. x 110V.

Two M.E. injection nozzle cooling pump motors each 8.8 amps. x 110V.

Two heavy oil fuel separator motors each 60.5 amps. x 110V.

Air extraction fan motor. 2.7KW. (over separators, motor controlled locally and also at station above bulkhead deck).

All above additional motors, cables and starters examined and installed in accordance with Rule requirements.

On completion, the main engines and auxiliaries examined under working conditions at quayside and found or made satisfactory.

Plans attached No. 79875, 79890, 78991, 79884.

Certs. attached: 2 separator motors, F.W. circ. pump motor, generator test.



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