

Rpt. 9

Date of writing report 24.5.61.

Received London

Port SOUTHAMPTON

No. 26852

Survey held at FAWLEY.

No. of visits 3

First date 13.5.61.

Last date 19.5.61.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 60287. Name M.V. "ESSO PLYMOUTH" Gross tons 6837 Date of build 3-1936.

Owners Esso Petroleum Co. Ltd. Managers - Port of Registry GLASGOW

Engines made 1936 By John Brown & Co. Ltd. Type Oil Eng. 2SA 5 cy. Doxford.

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -
and No. of Aux./Donkey Boilers each W.P. 200 lb & 125 lb.

Surveyed Afloat or in Dry Dock Afloat.

Nature of Survey Eng. Repairs.

Was Damage Report issued? - Int. Cert.? Yes.

Last Report (For Head Office only)

| Hull | Machinery |
|--------------------|---------------|
| +100A1 Oil Tanker. | +LMC ES 5.58. |
| S.S. (Dr.) 5.58. | ABS 9.60. |
| D.S. 9.60. | DBS 9.60. |
| | OG 9.60. N. |
| | SPS 5.58. |

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 Wear Down of Stern Bushes Oil Glands Sea Connections

Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?

Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

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

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANŒUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manœuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel, so far as now seen is in good condition and eligible in my opinion to remain as now classed without fresh record of Survey.

Date of Committee

Decision

THURSDAY 15 JUN 1961

As now

32 Essential Independent Pumps (Identify by position)
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
37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices
39 Air Receivers & Safety devices—Main
40 Auxiliary
41 Oil Fuel Tanks (Not forming part of hull structure)
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
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to Sat. Spt.
Boiler Securing Arrangements
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?
Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?
Funnel

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)
W & T Repairs:- Main engine driven F.W. cooling pump scrolls, shafts and ball races badly worn. Shafts now re-sleeved, scrolls, cylinder and ball races renewed, pump tried under working conditions and found satisfactory.

LEAVE THIS SPACE BLANK

Survey fees £ 8.. 0..0.
Special Attendance £ 8.. 8..0.

Damage fee
Expenses £ 3.. 0..0.

Date when A/c rendered 25/5/61

