

WRECK  
SECTION

25 APR 1961

Rpt. 9 /NP

24 APR 1961

No.

Date of writing report 19.4.61.

Received London

Port NEWCASTLE-ON-TYNE,

No.

Survey held at Wallsend

No. of visits 10

First date 5.12.60

Last date 12.4.61

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 60189 Name S.S. "ESSO CHEYENNE"

Gross tons 9798 Date of build 5-1942

Owners Esso Petroleum Co. Ltd.

Managers

Port of Registry Sunderland

Engines made 1942 By N.E. Marine Eng. Co. (1938) Ltd. NWC.

Type

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 3 W.P. 220 spt. rht.

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Afloat  
Examination of main boilers for caustic  
Nature of Survey cracking

Was Damage Report issued? Int. Cert. No

Last Report (For Head Office only)

Hull	Machinery
*100A1 (Dr 3.58)	* LMC
Oil Tanker	E.S. 3.58
Docking 6.60	M.B.S. 6.60
	C.L. 5.60
	s.p.s. 3.58

Yes

Now

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.....

## SCAVENGE BLOWERS

16 SCAVENGE BLOWERS.....

## 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 & 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 This vessel has now been towed to a Belgian Port where it is stated she is to be broken up and it is recommended that the notation Class Expunged, to be broken up be made in the Register Book.

Date of Committee TUESDAY - 2 MAY 1961  
Decision See Wreck Rpt.



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		
b	Exciters		
c	Air Coolers		
d	Motors		
e	Air Coolers		
f	Control Gear, Cables, etc.		
g	Insulation Resistance		
h	Insulating Oil Test		
i	Overspeed Governors		
j	Magnetic Couplings		
k	Air Gap		
		l	Generators & Governors
		m	Motors
		n	Switchboards & Fittings
		o	Circuit Breakers
		p	Cables
		q	Insulation Resistance
		r	Steering Gear Generators and Motors
		s	Navigation Light Indicators

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)

Now done for examination of Port, centre and starboard main boilers for caustic cracking in shell and end plating. Please see also Southampton Report No.26414 and London letter to Esso Petroleum Co.Ltd. dated 25.10.60. Lagging removed in way of circumferential seams and butt straps on Port, Centre and Starboard boilers. Riveted joints and plate edges cleaned and electrically crack detected. No fractures were apparent. It was recommended that sample rivets be removed from Port Boiler Port butt strap in way of apparent leakage and also that eight rivets be removed at each end of each buttstrap on all boilers. Four of the latter rivets to be through the butt strap and the remainder through shell and end plating only. The above recommendations were agreed to by the Owners Superintendent and rivets were removed as shown on attached sketches. During the removal of sample rivets from the port boiler port buttstrap, it was found that several rivets were broken at the inner surface of the outer butt strap. The rivet holes were carefully cleaned and finally magnetically crack detected and fractures were found in all three boilers in positions indicated on attached sketches. From the examination made it would appear that the Port boiler was most generally affected but the full extent of cracking was not ascertained. No repairs to the boilers of this vessel were put in hand at this port and the vessel has now been towed to a Belgian Port where it is stated she is to be broken up.

LEAVE THIS SPACE BLANK

Survey fees
Examination of Boilers for Caustic Cracking £20. 0. 0.

Damage fee
Expenses...

Date when A/c rendered

24 APR 1961

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