

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

2 DEC 1948 Port of **NEWCASTLE-ON-TYNE**

Survey held at **Wallsend** Date, First Survey **28/9/48** Last Survey **8/11/48**

on the Machinery of the **ESSE PURFLEET** (ex "RIDGEFIELD")

Gross **10,712** Vessel built at **Chester P.A.** By whom **Suh S.B. & Drydock Co. Ltd.** When **1944**

Net **6,301** Engines made at **Pittsburgh P.A.** By whom **Westinghouse Elec. Mfg. Co.** When **1944**

Boilers, when made (Main) **1944** (Donkey) - **Co.**

Main Boilers **2 W.T.** Owners **Anglo American Oil Co. Ltd.** Owners' Address - **Port London** Voyage -

Donkey Boilers **Nil** Managers **Esso Transportation Co. Ltd.** Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Pressure **500 lbs./sq. in.** Surveyed Afloat or in Dry Dock **Both**

Donkey Boilers **464 lbs. Supt.** (State name of Dock.) **Swan Hunter Wigham Richardson**

Report No. **Port** Classification **L.M.C. & S.R.L.**

Particulars of Examination and Repairs (if any) **100.A.1. Examined 12,47**

CLASSIFICATION B.S. (W.T) 12,47

CONTEMPLATED. (485 lbs.)

12,47 T.S.C.L. 12,47

Elec. Welded. Machy Aft.

Fitted for 0,1 Fuel.

Carrying Petroleum in Bulk.

Present condition of funnel **Satisfactory.**

latest date of internal examination of each boiler **Port 3-11-48 Starbd. 3-11-48**

he Surveyor examine the Safety Valves of the Main Boiler? **Yes** To what pressure were they afterwards adjusted under steam?

he Surveyor examine the Safety Valves of Donkey Boiler? **-** To what pressure were they afterwards adjusted under steam?

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

he Surveyor examine the drain **valves** of the Main Boilers? **Yes** and of the Donkey Boilers?

he Surveyor examine all the mountings of the Main Boilers? **Yes** and of the Donkey Boilers?

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? **No**

shaft now been changed? **Yes** If so, state reasons **Cracked around circumference Ford. of Keyway.**

the shaft now fitted been previously used? **No** 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? **No**

date of examination of Screw Shaft **6-10-48** State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft **3/32"**

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

did the Surveyor examine the generators, motors, switchgear, cables and fuses? **See Electrical Surveyor's Report.**

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

a Survey is not complete, state what arrangements have been made for its completion and what remains to be done **COMPLETE.**

SEE ALSO MIDDLESBROUGH REPORT 18411 & LONDON REPORT 117074.

KING & S.R.L. Vessel placed in drydock, propeller sea valves and cocks with their outside

stenings examined and found in good order. **S.R.L.** Screwshaft drawn in and examined, deep crack

erved around circumference of cone ford. of keyway, shaft condemned and spare shaft fitted marked

YDS H.A.I.

M.G. All main and auxiliary machinery opened up and examined complete, Main and auxiliary

board and outboard turbines and their gearing, main and auxiliary alternators and their bearings,

in motors and alternators, air coolers tested. Main & auxiliary condensers tested, thrust and

intermediate shafting and bearings, main and auxiliary circulating pumps, main inboard and outboard

General Observations, Opinion, and Recommendation: **The machinery of this vessel as now**

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, D.S.M.S. 9,11, & L.M.C. 9,11, or

LEC 140 lb., F.D., &c.)

en is in efficient condition and eligible in my opinion to have records of **L.M.C. 11-48**

S.C.L.(N) 10-48. Subject to spare propeller being supplied.

R.L. Reference to re-examine screwshaft by 12-48 (12 months limit). Repairs & refit aft

bilge pump on return to U.K. may now be deleted from the **S.R.L.**

vey Fee (per Section 20) **£** : : Fees applied for **not yet**

cial Damage or Repair Fee (if any) **£** : : Received by me, **19**

ANCE SUPERVISION **£10/10/0**

elling expenses (if chargeable) **£** : : **SUNDAY**

Committee's Minute **FEB 1949**

signed **See minute on fe machy H**

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
003434-003443-009472

Rpt. 9a.

Port of NEWCASTLE-ON-TYNE.

Continuation of Report No. 105723

dated 8/11/48

on the

"ESSO PURFLEET".

and auxiliary condensate extraction pumps, oil fuel pumps, L.O. pumps and coolers tested, feed heaters, main and auxiliary feed pumps in their entirety, general service and Butterworth system, fire service and bilge, sanitary and evaporator pumps, evaporators, air compressors and receivers, pumping arrangements, O.F. deck control valves, steering gear and windlass all found or now placed in efficient condition.

B.S. Examined Port and Starbd, W.T. boilers in their entirety, with their superheaters, mountings, doors, and their fastenings. On completion of minor boiler repairs both boilers examined under hydraulic pressure 700 lbs/sq. inch, desuperheaters tested separately to 400 lbs/sq. inch and all found in good order. Safety valves subsequently adjusted under steam to pressures stated overleaf. Steam smothering systems and C.O.2. systems examined and found in efficient condition. Boiler fronts O.F. pressure pipes and O.F. installation examined under working conditions and all found in good order.

Repairs. S.R.L. Aft bilge pump completely reconditioned, casing rebored and new shaft fitted, subsequently examined under working conditions and found efficient.

REPAIRS.

Main circulating pump impeller machined in way of ceiling rings and new rings fitted. Fire and butterworth pump impellers machined in way of ceiling rings and new rings fitted. Bilge valves in engine and boiler rooms seats and valves machined. Ford main feed pump bearings (turbine) remetalled. During the examination of thrust seating, a small fracture approx. 4" in length was observed running from lightening hole to top of seating (Ford.). This has now been veed out and welded and an efficient doubler placed on outside; additional stiffening has been effected to thrust stool ford. and aft.

On completion of machinery repairs, main and auxiliary machinery examined under working conditions.

Governing trials and overspeed trips on main and auxiliary units checked. All found in good order.

SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.

SURVEY OF ELECTRICAL PROPULSION EQUIPMENT.

The main propulsion alternator rotor was withdrawn from the stator and both stator and rotor examined. The main propulsion motor was opened up for examination and rotor and stator windings examined. Propulsion motor cooling fan motors examined and new bearings fitted. Main propulsion control cubicle examined and all cable mechanical connectors checked for tightness.

Governor and overspeed trip tested.

Insulation resistance of Alternator and propulsion motor taken and found satisfactory.

Electrical Propulsion Equipment seen under working conditions during sea trial and found to be satisfactory.

SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.



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