

No. 18211

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 16 JAN 1948)

Writing Report 8th January, 1948 When handed in at Local Office 10th Jan. 1948 Port of MIDDLESBROUGH

Survey held at MIDDLESBROUGH Date First Survey 27th Nov. Last Survey 10th Dec. 1947 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel "ESSO PURFLAET" Year 1944 Month -

Gross 10712 Vessel built at Chester, Pa. By whom Sun S.B. & Dry Dock Co. When 1944

Net 6501 Engines made at Pittsburgh, Pa. By whom Westinghouse Electric Co. When 1944

Main Boilers Boilers, when made (Main) (Donkey)

Donkey Boilers Owners Anglo-American Oil Co., Ltd. Owners' Address -

Pressure Managers Esso Transportation Co., Ltd. Port London Voyage -

Donkey Boilers If Surveyed Afloat or in Dry Dock Smiths Dock.

Report No. Port

Particulars of Examination and Repairs (if any) Docking, 15.01.48, B.S. & Part M.S.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Next date of internal examination of each boiler Port 8.12.47 Starbd. 15.12.47.

Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? Superheater 460 lbs per sq. inch. Saturated 285 lbs per sq. in.

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

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

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

Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boilers? -

Screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Shaft now been changed? No If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 5.12.47. State the wear down in the bush 5/32"

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? See Electrical report attached.

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

Engine parts, when referred to by numbers, should be counted from forward.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete for T.S. & B.S. To date the M.S. all Rule Requirements have to be carried out except to the items enumerated below.

Done:-

Water connections and all outside fastenings examined and found or placed in good order.

T.S. & B.S.

Shaft withdrawn and examined.

Shaft was found pitted at end of taper, due to a badly fitted rubber sealing ring and in view of

pitting it is recommended that the tailshaft be again examined by 12.48 (12 months limit).

and Starboard water tube boilers, examined in their entirety, including all doors, headers, drums,

flanges and fastenings.

Fittings found or placed in good order.

Return tubes renewed in port boiler. All safety valves adjusted under steam.

P.T.O.

General Observations, Opinion, and Recommendation:-

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

CS 3,34,

Machinery of this vessel so far as now seen is in good order and eligible in our opinion to

be classed with fresh record of B.S. 12.47. and T.S. C.L. 12.47. and M.S. with date on

completion, subject to the tail shaft being examined by 12.48. (12 months limit).

Survey Fee (per Section 29) TS. CL. £ 3 : 0 : 0 Fees applied for 15.1.48

Damage or Repair Fee (if any) B.S. £ 11 : 0 : 0

(per Section 29.)

Printing expenses (if chargeable) £ 1 : 0 : 0 Received by me, 19

Committee's Minute

Signed

As now subject

BS 12.47 (485 lb)

S(C.L) 12.47

L. Norman Stewart + E. Howey
Engineer Surveyor to Lloyd's Register of Shipping



Lloyd's Register
Foundation

003434-003443-0117

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate Required? If so, to be sent to

"ESSO PURFLEET".

M.S.

Examined and found or placed in good order the following parts.

Main generator air cooler, main propulsion motor air cooler. Main lubricating oil coolers (p main turbine thrust.

Port auxiliary generator bearings and gearing. Starboard auxiliary generator bearings, gearing throttle valve.

Generator lubricating oil coolers. Main circulating pump impeller, shaft, casing and bearings. Aft feed pump in its entirety.

Main turbine governor gear and over speed tried out under working conditions and proved in good



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