

TURBO-ELECTRIC REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

No. 18411.

Received at London Office

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of writing Report 13th Jan 1948. When handed in at Local Office 14th Jan. 1948 Port of MIDDLESBROUGH.
 in Survey held at MIDDLESBROUGH. Date, First Survey 27.11 Last Survey 3.12. 19 47.
 Book. (Number of Visits 2.)
98 on the "ESSO PURFLEET" ex "RIDGEFIELD". Tons { Gross 10712
 Net 6301
 at Chester. Pa. By whom built Sun Shipbuilding & Dry Dock Co. Yard No. When built 1944
 Engines made at Pittsburg. Pa. By whom made Westinghouse Elect. & Mfg. Co. Inc. Engine No. when made 1944
 Boilers made at By whom made Boiler No. when made
 Registered Horse Power Owners Anglo American Oil Co. Port belonging to London
 Horse Power as per Rule Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes
 made for which Vessel is intended Tanker carrying oil in bulk.

FINES, & Co.—Description of Engines Turbo Electric Driven Revs. per minute
 No. of Cylinders Length of Stroke No. of Cranks
 Crank pin dia. Mid. length breadth Thickness parallel to axis
 Crank webs Mid. length thickness shrunk Thickness around eye-hole
 Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule
 as fitted
 Main Shafts, diameter as per Rule 18.125 Is the { tube } shaft fitted with a continuous liner { Yes ✓
 as fitted 18.2 { screw }
 Bronze Liners, thickness in way of bushes as per Rule .858 Thickness between bushes as per Rule Is the after end of the liner made watertight in the
 as fitted 1.2 If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner Yes ✓
 Propeller boss Yes ✓ the liner does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive Yes ✓
 If two liners are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after
 end of the tube shaft No Length of Bearing in Stern Bush next to and supporting propeller 37" ✓
 Propeller, dia. 19'6 Pitch 17.6 No. of Blades 4 Material Manganese Bronze whether Moveable No Total Developed Surface - sq. feet
 Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work
 Pumps connected to the { No. and size }
 Main Bilge Line { How driven }
 Lubricating Oil Pumps, including Spare Pump, No. and size
 Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary
 Pumps;—In Engine and Boiler Room
 Holds, &c.

Main Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,
 No. and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes
 Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges
 Are all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks
 Are they sized sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the Overboard Discharges above or below the deep water line
 Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Are the Blow Off Cocks fitted with a spigot and brass covering plate
 How are they protected
 Have they been tested as per Rule
 Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times
 Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one
 compartment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers
 Forced Draft fitted No. and Description of Boilers Working Pressure
 IS A REPORT ON MAIN BOILERS NOW FORWARDED?
 IS A DONKEY BOILER FITTED? If so, is a report now forwarded?
 PLANS. Are approved plans forwarded herewith for Shafting Main Boilers Auxiliary Boilers Donkey Boilers
 (If not state date of approval)
 Superheaters General Pumping Arrangements Oil fuel Burning Piping Arrangements
 SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

Manufacturer.



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Lloyd's Register
Foundation

003434-003443-0118

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During progress of work in shops - -

Dates of Survey while building } 1947. Nov. 27, Dec. 3.

During erection on board vessel - - - }

Total No. of visits 2.

Dates of Examination of principal parts—Cylinders Slides Covers

Pistons Piston Rods Connecting rods

Crank shaft Thrust shaft Intermediate shafts

Tube shaft Screw shaft Propeller

Stern tube Engine and boiler seatings Engines holding down bolts

Completion of fitting sea connections

Completion of pumping arrangements Boilers fixed Engines tried under steam

Main boiler safety valves adjusted Thickness of adjusting washers

Crank shaft material Identification Mark Thrust shaft material Identification Mark

Intermediate shafts, material Identification Marks Tube shaft, material Identification Mark

Screw shaft, material Identification Mark Steam Pipes, material Test pressure Date of Test

an installation fitted for burning oil fuel Is the flash point of the oil to be used over 150°F.

ate the requirements of the Rules for carrying and burning oil fuel been complied with

this machinery duplicate of a previous case If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c.)

The amount of Entry Fee ... £	:	:	When applied for,
Special £	:	:	19.....
Donkey Boiler Fee ... £	:	:	When received,
Travelling Expenses (if any) £	:	:	19.....

E. Howey
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute **FEB. 4 FEB 1949**

Assigned

Certificate to be signed by the Surveyors
 The Surveyors are requested not to write on or below