

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. 1947.

Book. (Number of Visits 2.)

98 on the "ESSO PURFLEET" ex "RIDGEFIELD".

at Chester. Pa. By whom built Sun Shipbuilding & Dry Dock Co. Yard No. Tons Gross 10712

ines made at Pittsburg. Pa. By whom made Westinghouse Elect. & Mfg. Co. Engine No. Tons Net 6301

ers made at By whom made Boiler No. When built 1944

when made 1944

Port belonging to London

Registered Horse Power Owners Anglo American Oil Co.

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

de for which Vessel is intended Tanker carrying oil in bulk.

INES, &c.—Description of Engines Turbo Electric Driven Revs. per minute

of Cylinders Length of Stroke No. of Cranks

ank shaft, dia. of journals as per Rule Crank pin dia. Crank webs Mid. length breadth shrunk Thickness parallel to axis

as fitted Mid. length thickness Thickness around eye-hole

Intermediate Shafts, diameter as per Rule Thrust shaft, diameter at collars as per Rule

as fitted

be Shafts, diameter as per Rule 18.125 Is the tube shaft fitted with a continuous liner Yes

as fitted 18.5

onze Liners, thickness in way of bushes as per Rule 1.858 Is the after end of the liner made watertight in the

as fitted 1.858 Thickness between bushes as fitted

Yes If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner 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

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

of the tube shaft No Length of Bearing in Stern Bush next to and supporting propeller 87" sq. feet

opeller, dia. 19'6 Pitch 17.6 No. of Blades 4 Material Manganese Bronze whether Moveable No Total Developed Surface

ed Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

ge Pumps worked from the Main Engines, No. Diameter Stroke Can one be overhauled while the other is at work

eed Pumps { No. and size Pumps connected to the { No. and size

How driven Main Bilge Line How driven

Lubricating Oil Pumps, including Spare Pump, No. and size

allast Pumps, No. and size

the two independent means arranged for circulating water through the Oil Cooler Suctions, connected to both Main Bilge Pumps and Auxiliary

lge Pumps;—In Engine and Boiler Room

Holds, &c.

ain Water Circulating Pump Direct Bilge Suctions, No. and size Independent Power Pump Direct Suctions to the Engine Room Bilges,

and size Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes

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

re all Sea Connections fitted direct on the skin of the ship Are they fitted with Valves or Cocks

re they fixed 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

re 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

hat Pipes pass through the bunkers How are they protected

hat pipes pass through the deep tanks Have they been tested as per Rule

re all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times

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

partment to another Is the Shaft Tunnel watertight Is it fitted with a watertight door worked from

AIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers

Forced Draft fitted No. and Description of Boilers Working Pressure

S A REPORT ON MAIN BOILERS NOW FORWARDED?

S 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)

uperheaters 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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11/3

During progress of work in shops - -
Dates of Survey while building
During erection on board vessel - - -
Total No. of visits

1947. Nov. 27, Dec. 3.

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



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