

Rpt. 4

REC'D NEW YORK MAR 12 1957

Date of writing report January 9th., 1957 Received London 18 MAR 1957 Port Jacksonville, Fla. No. 1979  
 Survey held at Jacksonville, Fla. No. of visits 16 In shops - First date Aug. 20/56 Last date Sept. 10/56  
 On vessel -

# FIRST ENTRY REPORT ON STEAM RECIPROCATING MACHINERY

No. in R.B. 62057 Name "ESSO WANDSWORTH" ex "GUARICO" Gross tons 3401  
 Owners Esso Petroleum Co., LTD., London Managers Esso Petroleum Co., Ltd., London Port of Registry London  
 Hull built at Duluth, Minnesota, USA By Barnes Duluth Shipbuilding Company Year 1942 Month -  
 Main Engines made at Wilkes-Barre, Pa. By Vulcan Iron Wks. Eng. No. - When -  
 Boilers made at Ferrysburg, Mich., USA By Johnston Bros. Blr. Nos. 482 & 483 When -  
 Machinery installed at Wilkes-Barre, Pa. By Vulcan Iron Works, When -

Particulars of restricted service of ship, if limited for classification  
 ship to be classed for navigation in ice? No Particulars of vegetable or similar cargo oil notation, if required -  
 Is ship intended to carry petroleum in bulk? Yes  
 Refrigerating machinery fitted? Yes If so, is it for cargo purposes? No Type of refrigerant Ammonia  
 Is the refrigerated cargo installation intended to be classed? No  
 the refrigerating machinery compartment isolated from the propelling machinery space? Yes

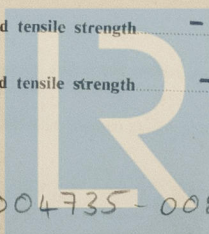
The following particulars should be given as fully and as clearly as possible. Dashes, ticks and other signs of doubtful meaning are not to be used. Wording not applicable to the installation may be cancelled with a black line.

**BOILERS AND OTHER STEAM PRESSURE VESSELS.**  
 No. of main boilers 2 Type and licence name, if any Scotch Type, 3 Furnace Position Port & Starbd. Sides, Forward end Engine Room.  
 Rated safety valve pressure 180 P.S.I. Steam temperature if superheated - Superheater safety valve pressure -  
 Natural or forced draught Forced Fuel Dist Fuel Report on main boilers (Port and No.) -  
 No. of aux./donkey boilers None Type - W.P. - Position -  
 No. of steam heated steam generators - W.P. - No. of evaporators 1 W.P. -  
 Report on aux./donkey boilers or steam generators (Port and No.) -  
 Are the boilers oil fired, is the arrangement of pipes, valves and controls in accordance with the Rules? Yes  
 No. and position of oil burning pressure units 2- Forward of Starbd. Engine.  
 No. and position of oil fuel settling or service tanks not forming part of hull structure  
 No. of forced draught fans and fan engines Two Engines, One Fan.

See Note 14465  
 30/3/57

**MAIN ENGINES** (If the main engines have been constructed at another Port and are covered by a separate report, the particulars given in that report need not be repeated below, but the Port and Report No. should be stated)  
 Description and licence name, if any -  
 No. of main engines 2 No. of screws 2 Max. total I.H.P. 2,000 with 19 29/32" mean per cent. H.P. cut off at 135 R.P.M. -  
 No. of cylinders per engine 3 Dia. of cylinders (in sequence from fwd. to aft) 16" : 26" ; 43" Stroke 27"  
 Machinery numeral - Type of valves H.P. Piston valves, MP & LP, DP balanced valves, Andrews & Cameron, Match Box type. Type of valve gear Stephensons  
 Is the engine of enclosed forced lubricated type state crankcase volume - No. and total area of explosion relief devices fitted? -  
 Do all cylinders operate on Uniflow principle? Nil Is a steam reheater fitted? No Is a governor fitted? Unservicable  
 Are the main engine frames or bedplate of welded construction? No (Cast) Is the main engine secured directly to the tank top -  
 Is the engine built-up seating? Direct to Tank Top  
 Is an exhaust steam turbine fitted? No S.H.P. of turbine - R.P.M. - Description of turbine and -

**SHAFTING**  
 Working pressure for which shafting has been approved - Date of approval of torsional vibration characteristics of the propelling machinery system, if -  
 State barred speed range, if imposed -  
**CRANK SHAFT** type—Built, Semi-built, Solid forged. Dia. of journals - Dia. of pins -  
 Thickness of webs at mid length - If shrunk, thickness around eyeholes -  
 Dowel pins fitted? - Crank shaft material - Minimum approved tensile strength -  
**PROPELLER SHAFT** Dia. at collar(s) - Material - Minimum approved tensile strength -





Do the pumping arrangements comply with the Rules including special requirements for ships carrying petroleum in bulk, cargo oil or classed for navigation in ice? (Strike out words not)

Boiler feed system

regarding description of the main engine and installation is correct and the particulars are as approved for torsional vibration characteristics (strike out words not applicable).

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GENERAL REMARKS

State if the machinery has been constructed and/or installed under special survey in accordance with the Rules, approved plans and Secretary's letters. State quality of materials and workmanship and give recommendations for classification, including any special notation to be assigned. Where existing machinery is submitted for classification the circumstances should be explained as fully as possible.

*M. A. Stewart*

Engineer Surveyor to Lloyd's Register of Shipping

PARTICULARS OF IDENTIFICATION MARKS (Including Port of origin) of important Forgings and Castings. (Copies of certificates should be forwarded with report.)

RODS

CRANK SHAFT

THRUST SHAFT

INTERMEDIATE SHAFTS

CREW AND TUBE SHAFTS

PROPELLERS

OTHER IMPORTANT ITEMS

Dates of examination of principal parts:—

Fitting of stern tube

Fitting of propeller

Completion of sea connections

Alignment of crank shaft in main bearings

Engine chocks & bolts

Alignment of straight shafting

Testing of pumping arrangements

Oil fuel lines

Boiler supports

Steering machinery

Windlass

Date of Committee

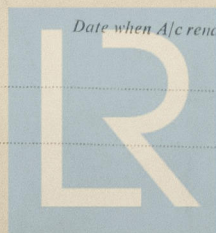
FRIDAY 9 AUG 1957

Special Survey Fee

Decision

See Mwr. Rpt.

Expenses



Date when A/c rendered

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