Rpt. 9.

No. 8624

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

(Received at London Office 21 MAY 1948)

Date of writing Report 26th April, 1948 When handed in at Local Office 29th Apr. 1948 Port of Baltimore, Maryland

No. in Reg. Book 23544 Survey held at Baltimore, Maryland Date, First Survey 9th April, Last Survey 17th April, 1948 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "ESSO BALTIMORE"

Tonnage Gross 7949 Net 4711

Nominal Horse Power 985 MN

No. of Main Boilers 2 WT

No. of Donkey Boilers –

Steam Pressure— in Main Boilers 450 lbs.

in Donkey Boilers –

Vessel built at Sparrows Point, Md. By whom Bethlehem S. B. Corp., Ltd. When 1938 9 (Year. Month.)

Engines made at Quincy, Mass. By whom Bethlehem S. B. Corp., Ld. When 1938

Boilers, when made (Main) 1938 (Donkey) –

Owners Standard Oil Company (New Jersey) Owners' Address – (if not already recorded in Appendix to Register Book.)

Managers – Port Wilmington, Del. Voyage –

If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Maryland Drydock Company

Last Report No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Character ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100A1 2,47		LMC 2,47
~~ss N. Yk. No.1 42~~		BS ~~2,48~~ 3,46
ss Gal. – 2,47		~~MS 11,42~~
		TS CL 12,44
		WTB
Carrying Petroleum in bulk. Fitted for oil fuel 9.38 F. P. above 150° F.		

Particulars of Examination and Repairs (if any)

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

In damage 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 –

Was a damage report made by anyone else? If so, by whom? –

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

" " Donkey " " " –

If this was not done, state for what reasons? –

And what parts of the Boilers could not be thus thoroughly examined? –

Also what 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? –

State latest date of internal examination of each boiler – Present condition of funnel(s) –

Did the Surveyor examine the Safety Valves of the Main Boiler? – To what pressure were they afterwards adjusted under steam? –

Did the Surveyor examine the Safety Valves of Donkey Boiler? – To what pressure were they afterwards adjusted under steam? –

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? –, and of the Donkey Boilers? –

Did the Surveyor examine the drain plugs of the Main Boilers? –, and of the Donkey Boilers? –

Did the Surveyor examine all the mountings of the Main Boilers? –, and of the Donkey Boilers? –

Has 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

Has shaft now been changed? Yes If so, state reasons Cracked in taper.

Has 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

State date of examination of Screw Shaft 9th April State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? –

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Whilst vessel was in drydock, the propeller and outside fastenings, the stern tube, and the sea valves examined and found in good order.

Done for TS Survey:- Tailshaft drawn in, examined, and found cracked in taper. Ship's spare tailshaft fitted. Markings: 5824, 86T164, AZ, 909E, AB, 9-3.

Done for repairs:- The main condenser retubed due to excessive pitting and wastage of existing tubes.

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, B.S. 9,11, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LM C 140 lb., F.D., &c.)
CS 3,34,

The machinery of this vessel, so far as seen, is in good and safe working condition and eligible in my opinion to continue as classed with record of TS (CL) seen 4-48.

Survey Fee (per Section 29) T.S. $ 45 : 00 :

~~Special Damage~~ or Repair Fee (if any) (per Section 29.) $ 25 : 00 :

Travelling expenses (if chargeable) $ 4 : 50 :

Fees applied for Apr. 29 1948

Received by me, – 19

NEW YORK MAY 5 1948

C. H. Hanan

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned As now T. S. 4,48.

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

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

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007528-007536-0199

Noted.

The notation should
be S.N. 4.48.

L.G.
12/6/48.

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