

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

(Received at London Office)

12 APR 1948

Date of writing Report March 15th 19 48 When handed in at Local Office March 18th 19 48 Port of NEW YORK  
No. in Reg. Book 23544 Survey held at Rosebank, S.I. Date, First Survey Feb. 16th Last Survey Feb. 21st 19 48  
(No. of Visits 4)  
on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "ESSO BALTIMORE" Year. Month.  
Tonnage Gross 7949 Vessel built at Sparrow's Pt. Md. By whom Beth S.B. Corp. When 1938 9  
Net 4711 Engines made at Quincy, Mass. By whom Beth S.B. Corp. When 1938  
Nominal Horse Power 985 Boilers, when made (Main) 1938 (Donkey)  
No. of Main Boilers 2 Owners Standard Oil of N.J. Owners' Address  
(if not already recorded in Appendix to Register Book.)  
No. of Donkey Boilers - Managers Port Wilmington Voyage  
Steam Pressure in Main Boilers 450 lbs If Surveyed Afloat or in Dry Dock Afloat, Pier 25  
(State name of Dock.) Rosebank, S.I. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 4800 Port GalParticulars of Examination and Repairs (if any) Boiler survey

(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. Not required

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? Yes

" " 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 Feb. 16th, 1948 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 450

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? Yes, and of the Donkey Boilers? -

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

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

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? - If so, state reasons -

Has the shaft now fitted been previously used? - Has it a continuous liner? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft afloat

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? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

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

Now done:- Boilers examined externally and internally with all mountings and steam pipes and found good

Boilers examined under hydrostatic and found efficient. Safety valves adjusted under steam at 450 lbs. p.s.i.

Fuel oil system examined under working conditions and found good.

Fire extinguishing apparatus examined and found in order.

Minor repairs effected to brick work and valves.

General Observations, Opinion, and Recommendation:— The machinery and boilers of this vessel are

(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 \*L.M.C. 140 lb., F.D., &c.)

\*L.M.C. 140 lb., F.D., &c.)

in good order and eligible in my opinion, to remain as classed with fresh record of B.S. 2, 48.

Survey Fee (per Section 29) \$40.00 :

Special Damage or Repair Fee (if any) \$ :

(per Section 29.)

Travelling expenses (if chargeable) \$5.00 :

Fees applied for

Mar 23 19 48

Received by me,

MAR 24 1948

Committee's Minute

Assigned as now

B.S. 2, 48.

NEW YORK

MAR 24 1948

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

007528-007536-0203

Notice.

L.P.  
16/4/68



© 2021

Lloyd's Register  
Foundation