

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

(Received at London Office \_\_\_\_\_)

Date of writing Report June 20 1949 When handed in at Local Office June 21 1949 Port of NEW YORK  
 No. in Survey held at Staten Island, N.Y. Date, First Survey June 8 Last Survey June 17 1949  
 Reg. Book 58398 on the Machinery of the Wood Iron & Steel S.S. ESSO BAYTOWN (No. of Visits 8)  
 Tonnage { Gross 7991 Vessel built at Chester, Pa. By whom Sun S.B. & D.D. Co. When 1937 11 9  
 Net 4774 Engines made at Philadelphia By whom Westinghouse Elec. & Mfg. When 1937  
 Nominal Horse Power 852 Boilers, when made (Main) 1937 (Donkey)  
 No. of Main Boilers 2 WT Owners Standard Oil Company (New Jersey) Owners' Address \_\_\_\_\_  
 No. of Donkey Boilers \_\_\_\_\_ (if not already recorded in Appendix to Register Book.)  
 Steam Pressure \_\_\_\_\_ Port WILMINGTON, Del. Voyage \_\_\_\_\_  
 in Main Boilers \_\_\_\_\_ Managers \_\_\_\_\_  
 in Donkey Boilers 475 If Surveyed Afloat or in Dry Dock Both. Beth. Steel Co. Particulars of Classification (which must be inserted  
 (State name of Dock.) Staten Island precisely as in Register Book & Supplements).

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Dge. Dkg. B.S. Pt. LMC (MS)  
 Periodical Surveys, when held, must be reported in detail and serially 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? Underwriters  
 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. Both June 13th 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? 475 lbs.  
 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? \_\_\_\_\_  
 Is 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? \_\_\_\_\_  
 Is shaft now been changed? \_\_\_\_\_ If so, state reasons \_\_\_\_\_  
 Is 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 1/8"  
 Engine parts, when referred to by numbers, should be counted from forward. Is electric light and power fitted? yes  
 So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? \_\_\_\_\_  
 Is 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. All requirements to be complied with, except items noted for completion of LMC (M.S.).

Now DONE: The vessel placed in dry dock propeller fastenings of the stern bush and of the sea connections examined and found or now placed in good order.  
 S.: The two boilers examined over all parts together with their superheaters, safety valves and mountings and found or now placed in good order. Steam pipes tested and proven good. The boiler examined under steam and their safety valves adjusted as noted above. The oil fuel steam pumps, piping valves and controls examined under working conditions and found in good order.  
 Port LMC (MS): The main engine H.P. turbine opened up, rotor lifted and examined. Found 19th of blades, from forward, in rotor missing. Missing blading in good order. Blade clearances, thrust bearing clearance and shaft alignment (PTO)  
 General Observations, Opinion, and Recommendation:— The Machinery and Boiler of this vessel (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.E.M.S. 9,11, \*L.M.C. 9,11, or \*LMC CS 3,34, 140 lb., F.D., &c.)  
 As far as now seen are in good condition and eligible in my opinion to be continued as classed with cash record of LMC(MS) with date when the Survey has been completed and of B.S. 6,49 subject to the 12th row of blades in H.P. Rotor being renewed before the end of December 1949 (5 months)

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Survey Fee (per Section 29) LMC MS \$60.00 : Fees applied for  
 B.S. \$60.00 : July 6, 1949  
 Special Damage or Repair Fee (if any) \$30.00 :  
 (per Section 29.)  
 Travelling expenses (if chargeable) \$ 8.00 :  
 Received by me, \_\_\_\_\_  
 19 \_\_\_\_\_

Committee's Minute NEW YORK JUN 29 1949

Assigned As now subject  
 Condition B 5649  
 L.P. Turbine

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Rpt. 9a.

Port of New York

Continuation of Report No.

49251

dated

June 17, 1949

on the

S.S. ESSO BAYTOWN

checked, carton packing renewed.

New rotor blades now being obtainable under 90 days the H P turbine was closed up, it being the Owner's intention to replace the missing 19th row of rotor blades at next repair period.

L.P. Turbine opened up rotor lifted and examined found good.

Casing and blading examined found eight blades missing from fourteenth row of blades.

The fourteenth row of blades in top and bottom halves of casing now completely renewed, Rotor replaced, clearances checked and turbine closed up in good order.

H.P. and L.P. pinion gears and couplings opened up. Couplings on pinion gears and rotor shafts renewed and proven in good working order.

Main and Auxiliary Condensers examined tested, now good.

W & T Repairs: Forward bearing of H P turbine remounted.

Forward and Aft generator commutators trued up, bearings renewed.

Minor repairs effected.

Damage: Stated sustained when propeller struck log while bound up Mississippi River from New Orleans to Baton Rouge, La. on February 15th, 1946.

Found: Two blades of propeller badly bent. Damaged propeller removed to foundry for repairs and placed on board as spare.

Present spare reconditioned, propeller now fitted to shaft and installed in good order.

S.R.L. NO. 102: Renewed 8 stationery blades in bottom casing of L.P. turbine.

Now done as noted above. This may now be deleted from the S.R. Test.

Notes

Subject as now recommended without special conditions regarding L.P. turbine

2.4.49

6-8-49

NEW YORK JUN 23 1949



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