Rpt. 9.

No. 11562

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 4 - JAN 1954)

Date of writing Report 11th Dec 19 53 When handed in at Local Office 28.12 19 53 Port of Marseilles

No in Reg. Book 19146 Survey held at Marseilles Date. First Survey 26th November Last Survey 5th December 19 53 (No. of Visits SEVEN)

on the Machinery of the ~~Steel~~ Steel Screw Twin Tanker "ESSO BRETAGNE"

Tonnage { Gross 10443 / Net 6301 } Vessel built at Portland Oregon By whom Kaiser Co Inc When 1944 (Year. Month.)

Nominal Horse Power 1488 Engines made at Lynn Mass By whom General Electric Co When 1944

Boilers, when made (Main) 1944 (Donkey) ✓

No. of Main Boilers 2 Owners Esso Std Soc Anon Francaise Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓ Managers Port Havre Voyage

Steam Pressure— Main Boilers 500 If Surveyed Afloat or in Dry Dock Both (State name of Dock.)

Donkey Boilers ✓

Last Report No. 11418 Port MSL

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)
100 A1		LMC 253
2.53		TS CL 11.52
classed 3-49		
SS Nk 3-48		
Carrying Petroleum in Bulk		
Fitted for oil fuel FP above 150°F		

Particulars of Examination and Repairs (if any) T.S. - BS & Machinery Repairs

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details 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 through examination at this time? yes

" " Donkey " " " ✓

If not, state for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

The latest date of internal examination of each boiler Port & Std 26th November Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? not adjusted

Did the Surveyor examine the Safety Valves of the Donkey Boilers? ✓ 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? ✓, and of the Donkey Boilers? ✓

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

Has the screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? ✓

Has the shaft now been changed? no If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

Is an approved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 1st December 53 State the wear down in the stern bush 1/8 Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? yes

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

(Machine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.)

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done It is stated that the safety valves of Pt & Std Boilers will be adjusted at first opportunity and that the supports castings of Starboard Boiler will be replaced at first opportunity

NOW DONE a) for Docking and TS Vessel placed in dry dock Propeller, sea connections fastenings examined. Screw shaft drawn in and examined lower part of stern bush rewooded

b) for Boiler Survey Port and Starboard boilers examined internally & externally together with man hole doors & their fastenings all mountings & fittings, superheaters and economisers. The oil fuel and steamheating installation generally examined and tested under working condition

Repairs due to wear & tear:

Std Boiler Approx 195 air heater tubes replaced
One heater nipple replaced

Port Boiler Approx 195 air heater tubes replaced
Whole superheater nest replaced together with its support castings

NOTE. The Std Boiler castings supporting the spht tubes nest found partly burnt off can remain in my opinion efficient up to the date recommended for next examination.

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, BS 9,11, B&MS 9,11, ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.)

The machinery of this vessel so far as now seen is in good condition and eligible in my opinion to remain classed with fresh record of TS CL 12.53 and BS 11-53 when the safety valves have been adjusted under steam, subject to the superheater's nest and its supporting castings of Starboard Main Boiler being examined not later than the end of March 1954

Survey Fee (per Section 29) Frs 40.000

Special Damage or Repair Fee (if any) (per Section 29.) Frs. 18.000

Travelling expenses (if chargeable) Frs 4.200

Fees applied for 24.12 19 53 Frs. 62.200

Received by me, ✓ 19

Engineer Surveyor to Lloyd's Register of Shipping.

TUESDAY 19 JAN 1954

Committee's Minute As now, subject

Assigned 8.12.53

010289 - 010293 - 0238½

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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4 - JAN 1954

Rpt. 9a

Port of

Continuation of Report No. 11562 dated 28-12.53

on the ESSO BRETAGNE

c) for Machinery Repairs

Main propulsing Electric motor. 11 spools replaced

Main Turbine opened up, examined throughout. Dummies replaced

Outboard Turbo Generator Steam part & reducing gear examined throughout

Inboard Turbo Generator. Reducing gear and electrical part examined throughout

Main circulating pumps opened up Impeller, shaft & casing examined

Fwd Turbo feed pumps examined throughout steam & water part

Aft Turbo feed pumps. Steam part opened up & examined throughout

Main Condenser opened up, cleaned and tested

Two Butterworth heaters opened up cleaned & tested 28 Kgs

Electrical circuits generally examined and satisfactorily megger tested

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20m.5.52. T. (MADE AND PRINTED IN ENGLAND)