No. 11418

[RE]PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

30 MAR 1953 (Received at London Office)

[Date] of writing Report 4th March 1953 When handed in at Local Office 25.3.1953 Port of Marseilles

[No. in Register B]ook. Survey held at Marseilles Date. First Survey 20th January Last Survey 8th February 1953 (No. of Visits) eight

[No.] on the Machinery of the Steel Screw Tanker "ESSO BRETAGNE"

[Tonnage] Gross 10 448 / Net 6 301 — Vessel built at Portland Oreg By whom Kaiser Co When 1944

Engines made at Lynn Mass By whom Gal Electric Co When 1944

[N.H.P.] Per Rule 1426 — Boilers, when made (Main) 1944 (Donkey) ✓

[No. of] Main Boilers 2 WT — Owners Esso Standard Soc Anon Fse — Owners' Address (if not already recorded in Appendix to Register Book.)

Donkey Boilers ✓ — Managers — Port Le Havre Voyage

Pressure— Main Boilers 500 lbs — If Surveyed Afloat or in Dry Dock afloat & DDB (State name of Dock.)

Donkey Boilers ✓

[Previous] Report No. — Port

[Par]ticulars of Examination and Repairs (if any) Docking. BS and LMC

[Per]iodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the [date] of Repairs, if any, and, in detail, the nature and extent of examinations and subsequent Repairs. Repairs on [accou]nt 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 [detail]s of any letters respecting this case

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

HULL	MACHINERY
100 A 1	LMC 3.49
4.52	BS 4.52
Nyk 3.48	TS CLN 4.52
	WTB
Carrying Petroleum in Bulk	
Fitted for O Fuel FP above 150F	

[In da]mage 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? Yes

" " Donkey " " " ✓

[If no]t, state for what reasons — What parts of the Boilers could not be thus thoroughly examined? ✓

[Wha]t 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? ✓

[Th]e latest date of internal examination of each boiler Std 23rd Jan Pt 27 Jan 1953 — 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? 500 lbs □"

[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? ✓

[Ha]s the screw shaft now been drawn and examined? No — Has it a continuous liner? ✓ — Is an approved oil retaining appliance fitted at the after end? ✓

[Ha]s shaft now been changed? ✓ — If so, state reasons — Has the shaft now fitted been previously used? ✓ — Has it a continuous liner? ✓

[Is a]n approved oil retaining appliance fitted at the after end? ✓ — State date of examination of Screw Shaft ✓ — State the wear down in the stern bush 3 m/m — Is electric light and/or power fitted? Yes — If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

[Ha]s the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

[E]ngine 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 Docking. BS. LMC

NOW DONE a) for Docking Vessel placed in dry dock. Propeller and after end of stern bush examined. Wear down as above stated. Sea connections opened up and examined together with their fastenings. Main Injection valve chest renewed

b) for B.S. Port and Starboard Boilers examined throughout with man hole doors and their fastenings. All mountings and fittings found or placed in good condition. Safety valves adjusted under steam as above stated. Oil burning and smothering installations generally examined and tested under working conditions

Repairs for Wear and Tear: 6 tubes right hand water wall of Std Boiler replaced
4 upper rows of air heater tubes replaced both Boilers

c) for L.M.C: Main Turbine opened up, rotor overhauled & balanced, bearings adjusted
A.C generator opened up, cleaned & satisfactorily tested for insulation
A.C propulsing motor opened up generally examined, tested for insulation satisfactorily after wirings being rescured by cleats. (see continuation)

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, etc.)

The Machinery of this vessel, so far as now seen, is in good condition, and eligible, in my opinion to remain as classed with fresh record of L.M.C 2.53
S.R.L notations relating to Std generator Turbine and to Main Condenser water ends to be deleted

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

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

Survey Fee (per Section 23) frs 174.000—
Special Damage or Repair Fee (if any) (per Section 23.) £
Travelling expenses (if chargeable) frs 4.500—
1 Sat, 1 Sunday attendance frs 14.000—

Fees applied for, 24.3.1953 frs 192.500— Received by me, 19

[signature] Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRIDAY -3 JUL 1953
Assigned LMC 2,53 without spl cdn

010289 - 010293 - 0279½

CERTIFICATE WRITTEN.

(Machinery)

Rpt. 9a

Port of Marseilles Continuation of Report No. 11418 dated 25.3.53 on the ESSO BRETAGNE

Thrust shaft & intermediate shafting, examined together with their bearings
Main Condenser water end renewed
Main Circulating pumps body renewed and tested
Pumping arrangement generally examined and tested with valves, pipes & strainers
Lengths of main steam pipe tested under hydraulical pressure as per Rules

Auxiliaries No 1 (Port) Turbo generator opened up & examined throughout
No 2 (Inboard) Turbo generator fitted with new rotor, new nozzles, examined throughout and tested under working condition
Both Turbo feed pumps examined throughout with new impellers fitted. Overspeed gear tested under working conditions
Bilge - stripping - Butterworth - Sanitary & Toilet pumps examined throughout

NOTE: S.R.L notations: Std turbogenerator and main condenser water end to be further examined to be deleted

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