

# PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

No. 11418

30 MAR 1953

of writing Report... 14<sup>th</sup> March 53 When handed in at Local Office 25.3.53 Port of Marseilles  
 Date. First Survey 20<sup>th</sup> January Last Survey 24 February 1953  
 Survey held at Marseilles (No. of Visits Eight)

on the Machinery of the ~~Woodward~~ Steel Screw Tanker "ESSO BRETAGNE"  
 Gross 10,448 Vessel built at Portland, Oreg By whom Kaiser Co  
 Net 6,301 Engines made at Lynn, Mass By whom Gas Electric Co  
 Per Rule 14.35 Boilers, when made (Main) 1944 (Donkey)  
 Main Boilers 2 with Owners' Address  
 Donkey Boilers 1 Managers  
 Pressure— If Surveyed Afloat or in Dry Dock afloat - DDB  
 Main Boilers 500 lbs  
 Donkey Boilers 1  
 Report No. Port  
 Particulars of Examination and Repairs (if any) Docking. BS and LMC

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

HULL

MACHINERY

100 A 1  
 4.52  
 22 Nyrk 3.48  
 LMC 3.49  
 BS 4.52  
 TS CLN 4.52

WTB

Carrying Petroleum in Bulk  
 Fitted for O Fuel F.P. above 150°

Medical Surveys, when held, must be reported in detail and variation in the terms of the Rules. State clearly the nature and extent 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 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.

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.

Has 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?

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

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?

What was the latest date of internal examination of each boiler? Sta 23rd Jan PE 27 Jan 1953

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yes 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 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?

Has the shaft now been changed? 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 State the wear down in the stern bush

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? Yes

Engine 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

b) for B.58 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 Sta 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 renewed 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 was seen, is in good condition, and eligible, in my opinion to remain as classed with fish head of L.M.C 2.53

S.R.L. notations relating to Sta generator Turbine and to Main Condenser water ends to be deleted

Survey Fee (per Section 23) £ 174.000

Special Damage or Repair Fee (if any) (per Section 23.) £ 4.000

Travelling expenses (if chargeable) £ 14.000

1 Lat. 1 tender attendance

Committee's Minute

Assigned

FRIDAY 3 JUL 1953

LMC 2.53 without spl edn

CERTIFICATE WRITTEN.

Signature

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

Foundation

010284-010293-0279 1/2

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

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



(Machinery)

Rpt. 9a

Port of

Marseille

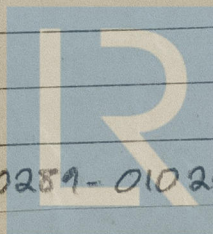
Continuation of Report No. 11418 dated 25.3.53

on the  
ESSE BRETAGNE

Thrust shaft & intermediate shafting examined together with their bearings  
Main Condenser water end renewed  
Main Circulating pump body renewed and tested  
Pumping arrangement generally examined and tested with valves, pipes & strainers  
Lengths of main steam pipe tested under hydraulic 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, Bullerworth, Sanitary & Toilet pumps examined throughout

NOTE: S.R.L notation: 1st turbo generator and main condenser water end to be further  
examined to be deleted



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