

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

(Received at London Office)

30 MAR 1953

Writing Report 4th March 53 When handed in at Local Office 25.3.53 Port of Marseilles
Survey held at Marseilles Date 20th January First Survey 24 February 1953 Last Survey 24 February 1953
(No. of Visits Eight)

on the Machinery of the ~~Wooden~~ Steel Screw Tanker "ESSO BRETAGNE"
Gross 10,448 Vessel built at Portland Oreg By whom Kaiser Co Year 1944 Month
Net 6,301 Engines made at Lynn Mass By whom Gas Electric Co When 1944
Per Rule 1485 Boilers, when made (Main) 1944 (Donkey)
Main Boilers 2 Owners Esso Standard Soc Amer Fire Owners' Address
(if not already recorded in Appendix to Register Book.)
Port Le Havre Voyage
Donkey Boilers 1 Managers
If Surveyed Afloat or in Dry Dock afloat - DPB
(State name of Dock.)
Main Boilers 500 lbs
Donkey Boilers 1

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

HULL	MACHINERY
<u>100 A 1</u>	<u>LMC 3.49</u>
<u>4.52</u>	<u>BS 4.52</u>
<u>22 Nyr 3.48</u>	<u>TS CLM 4.52</u>
	<u>WTB</u>
<u>Carrying Petroleum in Bulk</u>	
<u>Fitted for Oil Fuel FP above 150°</u>	

Report No. Port
Particulars of Examination and Repairs (if any) Docking BS and LMC
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 summarized at the end of the report. State also the dates and initials 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? Yes

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 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? ✓

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 3/4 Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yes

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.

When 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 Sta Boiler replaced. A upper row 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 resecured 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.)

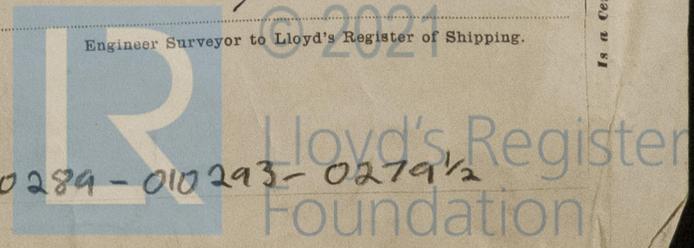
The Machinery of this vessel, so far as was seen, is in good condition, and eligible, in my opinion to remain as classed with fish head of L.M.C 2.53
S.R.L. notations relating to Sta generator Turbine and to Main Condenser water end to be deleted

Survey Fee (per Section 23) £s 174.000- Fees applied for, 24.3.53
Special Damage or Repair Fee (if any) £ Rs. 192.500-
(per Section 23.)
Travelling expenses (if chargeable) £s 4.000- Received by me,
1 Lat. 1 Sunday attended. Rs. 14.000- 19

P. J. J. J.
Engineer Surveyor to Lloyd's Register of Shipping.

FRIDAY - 3 JUL 1953
LMC - 2,53 without spl edn

CERTIFICATE WRITTEN.



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

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

010284-010293-0279 1/2

(Machinery)

Rpt. 9a

Port of Marseilles

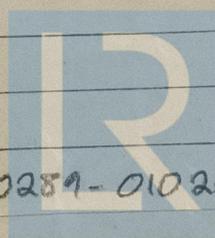
Continuation of Report No. 11418 dated 25.3.53

on the
ESSO BRETAGNE

Thrust shaft & intermediate shafting examined together with their bearings
Main Condenser water end renewed
Main Circulating 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 - Bullerwash - Sanitary & Toilet pumps examined throughout

NOTE: S.R.L notation: 2nd turbo generator and main condenser water end to be further
examined to be deleted



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