9.

No. 48384

port of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 10 MAY 1948)

e of writing Report March 30th 19 48 When handed in at Local Office March 31st 19 48 Port of NEW YORK

in ook Survey held at Brooklyn, N.Y. Date, First Survey March 16th Last Survey March 25th 19 48 (No. of Visits 7)

i on the Machinery of the ~~Wooden or Iron~~ Steel S.S."ESSO BRETAGNE"ex"MONTEZUMA CASTLE

Year. Month.

Gross 10448 Net 6301 — Vessel built at Portland, Ore. By whom Kaiser Co.Inc. When 1944

nal Power — Engines made at Portland, Ore. By whom General Electric Co. When 1944

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

Donkey Boilers — Owners Government de le Republique Owners' Address (if not already recorded in Appendix to Register Book.)

ressure— in Boilers — Managers Port Le Havre Voyage

nkey Boilers — If Surveyed Afloat or in Dry Dock Afloat & Drydock (State name of Dock.) 56th St. Beth.Steel Corp.

Report No. Port Commencement of Classification

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)

rticulars of Examination and Repairs (if any)

lical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on nt of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and les being detailed in the body of the report, should be briefly summarised at the end of the report. State also the and initials of any letters respecting this case.

nage cases where the Surveyor has not made a special damage report he is required to state whether he ffered his services for this purpose, and why they were declined

damage report made by anyone else? If so, by whom?

e Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " "

was not done, state for what reasons?

hat parts of the Boilers could not be thus thoroughly examined?

what special means, in the absence of internal examination, were adopted by the veyor to assure himself of the thorough efficiency of those parts of each Boiler?

atest date of internal examination of each boiler Present condition of funnel(s) Good

e Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

e Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

e Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?

e Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

e Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?

crew shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

aft now been changed? No If so, state reasons -

e 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? -

ate of examination of Screw Shaft 18-3-48 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

e insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? No

Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the survey for classification

Rule requirements remain to be carried out with the exception of the screw shaft, sea cocks and rward transfer pumps.

Owners representative states the survey will be completed at a French port about September,1948.

Done:-

sel placed in drydock, propeller, stern bush, screw shaft, sea cocks, valves and their fastenings mined and found or placed in good condition.

forward pump room oil fuel transfer pumps examined throughout all parts and placed in good dition. Heating coils in all main cargo tanks tested and made tight.

ctrical repairs:- Fuses in main and distribution fuse panels, replaced with cartridged filled e (A.I.E.E. Standards) and capacities corrected to suit cable sizes.

eral Observations, Opinion, and Recommendation:— The machinery of this vessel so far as now seen

tate 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.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LM C 140 lb., F.D., &c.) CS 3,34,

in good condition and eligible in my opinion, to be classed and to have the record of LMC with e on completion of the survey and the notation of TS (CL) 3,48, now.

ee (per Section 29) Comm. LMC $100.00 — Fees applied for May 5, 1948

Damage or Repair Fee (if any) TS $30.00 (per Section 29.)

g expenses (if chargeable) $3.00 — Received by me, 19

NEW YORK APR 28 1948

Engineer Surveyor to Lloyd's Register of Shipping.

mittee's Minute

ned Class Instituted T. S. 3,48.

B (SPT) 500 lbs.

010289-010243-0317

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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