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The Surveyors,
LONDON.

LLOYD'S REGISTER OF SHIPPING,
NEWCASTLE-ON-TYNE.

10th February, 1948,

Dear Sir,

We have to acknowledge receipt of your letter of the 4th instant regarding the recent survey of the Steamer "ESSO LONDON", and beg to point out that the boiler plans forwarded with your letter of the 10th October were not found to agree with the boiler arrangements on this vessel as, for example, the safety valve nozzle shown thereon was 5" diameter, whereas fitted to the boilers of this vessel there are two 2" diameter nozzles, and, as there were no working drawings on board, some doubt was raised as to whether the prints forwarded for our guidance were in order.

With reference to the particulars asked for, these are given on our Report No. 104937 for shafting, propeller, boiler and supt. heating surface, feed checks, water gauges and capacity of feed pumps. The safety valve sizes are given together with the rule of evaporation of the boiler

The safety valves - Consolidated Type - two - 2 inch each boiler drum, and from the book of instructions are of the high velocity type with adjusting ring on seat for increasing or decreasing the blow down. Bore of valve seats as measured 1.5/8" - see report "ESSO LONDON". We would respectfully ask for future guidance, as a number of these vessels are due in this district for Special Survey and classification, if the areas as given on First Entry Report s.s. "GRAVENCHON" - New York Report 47899 - are in order and if this type of safety valve is approved.

An accumulation test carried out when adjusting safety valves with no increase in pressure,

No economisers are fitted, and the air heaters fitted are given on report with surface and number of tubes.

No opportunity was given for obtaining the thickness of the boiler drums, ends and superheaters at this time as the Owners urgently required the vessel, the boilers were cleaned and repaired with steam required until the vessel drydocked, and the repairs being completed to a given date.



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A General Examination was asked for by the Owners, who stated the Special Survey and classification would be carried out before same became due 1948 when the vessel would be in drydock for some time.

With regard to the photostat copy of the First Entry Report on the boilers of another vessel of this class now forwarded, we would call your attention to the fact that the thicknesses of drums shown thereon is 1.15/16" and 25/32", whereas on our print of the "ESSO LONDON" they are 1.19/32" and 3/4". The drum ends are shown as 1.1/4" but not thickness or radius is given on our print. With regard to the tubes, no 1.1/2" diameter are given on our print and the numbers shown on the Report now forwarded, namely 219 and 882, are for superheaters and air heater elements.

Yours faithfully,

(Sgd).

P.S. We would add that the T2 Tanker Turbo Elec. S.S. "TECTUS" is due at Swan Hunters for Special Survey, classification hull strengthening and will be in dry dock for some time.

The boilers whilst in drydock will not be under steam and the opportunity taken to drill and check the drum thicknesses etc. and if in order with the print, the boiler reports on the "ESSO LONDON" and "ESSO GLASGOW" will be completed and forwarded to London.



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