

Rpt. 9

Date of writing report 27.6.1962.
Survey held at GIBRALTAR.

Received London
No. of visits Two.

Port GIBRALTAR. No. 4587.
First date 4.6.1962. Last date 6.6.1962.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 10369 Name ~~SS~~ "ESSO NORWICH" Gross tons 23997 Date of build 5.1959.
 Owners Esso Petroleum Co. Ltd. Managers Port of Registry LONDON.
 Engines made Lille By Cie. de Fives-Lille Type 2 steam turbines DR geared to sc. shaft.
 No. of Main Engines One No. of Screws One
 No. of Main Boilers Two W.P. 967 lbs.
 No. of Aux./Donkey Boilers - W.P. -
 Surveyed Afloat or in Dry Dock Afloat.
 Nature of Survey Defective Intermediate shaft bearing.
 Was Damage Report issued? No Int. Cert.? Yes
 Last Report (For Head Office only) 4547 91B

Hull	Machinery
*100 AL	* LMC
Oil tanker	ES.CS. 5.59.
DS. 11.61.	MBS. 11.61.
	TS.CL. 5.59.
	steam pipes 11.61N.

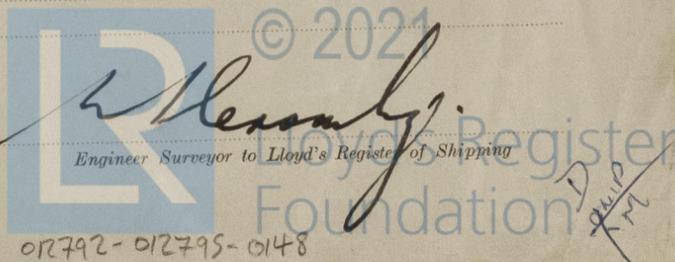
The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

DOCKING Propellers	Wear Down of Stern Bushes	Oil Glands	Sea Connections
Fastenings	Has Screwshaft Tubeshaft been drawn?	Date of Examination	Has Shaft been changed?
Has Shaft now fitted been previously used?	Has Shaft now examined/fitted a continuous liner?	Approved oil gland?	
MAIN ENGINES (Recip. Steam or I.C.)	PORT	STARBOARD	
1 Cyls., Covers, Pistons & Rods			
2 Valves & Gears			
3 Connecting Rods, Top Ends & Guides	Side		
	Centre		
4 Crankpins & Bearings	Side		
	Centre		
5 Journals & Bearings			
MAIN ENGINE DRIVEN AIR COMPRESSORS			
6 Cyls., Covers, Pistons & Rods			
7 Connecting Rods & Top Ends			
8 Crankpins & Bearings			
9 Journals & Bearings			
10 Coolers & Safety Devices			
MAIN ENGINE DRIVEN SCAVENGE PUMPS			
11 Cyls., Covers, Pistons & Rods			
12 Connecting Rods & Top Ends			
13 Crankpins & Bearings			
14 Journals & Bearings			
15 Levers			
16 SCAVENGE BLOWERS			
17 SUPERCHARGERS			
MAIN TURBINES			
18 Casings, Rotors, Blading, Bearings & Thrusts			
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)			
20 STEAM COMPRESSORS			
21 CLUTCHES & HYDRAULIC COUPLINGS			
22 REDUCTION GEARING			
23 THRUST BLOCKS, SHAFTS & BEARINGS			
24 INTERMEDIATE SHAFTS & BEARINGS	No.5 only - (Good)		
25 HOLDING DOWN BOLTS & CHOCKS			
26 CONDENSERS (MAIN & AUX.)			
27 STEAM RE-HEATERS			
28 DE-SUPERHEATERS			
29 STOP & MANGUEVRING VALVES			
30 MAIN ENGINE DRIVEN PUMPS			
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES			
OPINION OF MACHINERY AND RECOMMENDATIONS		Have Main Engines been tested working and manœuvring? Yes	

It is recommended that in the case of this vessel that her Machinery Classification Record be continued in the Book without a fresh record of survey.

Date of Committee MONDAY - 9 JUL 1962
Decision As now



If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position)

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position)

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY or PRESS

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to { Sat.
Spt.

Boiler Securing Arrangements

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

The vessel was on voyage from Rawley to Persian Gulf in ballast, and put into Gibraltar on the 4th June, 1962, on account of overheating and wiping of the Main engine No.5 Intermediate shaft bearing.

Upon examination, I found and recommended as follows:-

FOUND	RECOMMENDATIONS & REPAIRS EFFECTED
M.E. No.5 Intermediate Shaft bearing	Bottom half bearing re-metaled.
Bottom half of bearing white metal wiped, oil channels destroyed.	Top half bearing white metal dressed.
Top half bearing white metal slightly wiped.	Shaft journal honed and polished.
Shaft journal lightly marked.	Satisfactory trial carried out on completion of repairs and adjustment.

Interim Certificate issued confirming continuation of Class.

Survey fees ... £12.12. 0.

Damage fee ...

Expenses ... 23. 3. 0.

Date when A/c rendered



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Repairs
The damage report, No 5 intermediate shaft bearing found wiped brass repaired.

It is submitted that this vessel is eligible to remain CLASSED.

4/7/62

LEAVE THIS SPACE BLANK