

Rpt. 9

Date of writing report 14.3.1962. Received London GIBRALTAR. Port GIBRALTAR. No. 4547. Survey held at GIBRALTAR. No. of visits 11. First date 2.2.1962. Last date 24.2.1962.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 10369 Name S.S. "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 Records of Survey & Special Notations as per Register Book

Table with 2 columns: Hull and Machinery. Hull: 100 A1 Oil tanker DS. 11.61. Machinery: LMC ES.CS. 5.59. 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.

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. 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.4 Yes. 25 HOLDING DOWN BOLTS & CHOCKS. 26 CONDENSERS (MAIN & AUX.). 27 STEAM RE-HEATERS. 28 DE-SUPERHEATERS. 29 STOP & MANOEUVRING VALVES. 30 MAIN ENGINE DRIVEN PUMPS. 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES. Have Main Engines been tested working and manoeuvring? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS. It is recommended that in the case of this vessel the following Survey Records be made in the Supplement to the Register Book LMC. C.S. with date when the survey has been completed.

Date of Committee THURSDAY 29 MAR 1962. Decision as now. or Header.



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

If certificate is required state where to be sent

02772-012795-0151 1/2

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..... Good..... 45 Windlass..... Good..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	STARBOARD	AUXILIARY EQUIPMENT
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 Cork to Mersa Al Lybia in ballast, and put into Gibraltar on the 2nd February, 1962, on account of defects in the Main engine No.4 Intermediate shaft bearing, the Windlass and the Steering Gear.

Upon examination, I found and recommended as follows:-

FOUND	RECOMMENDATION & REPAIRS EFFECTED
Main Engine No.4 Intermediate shaft bearing.	Bearing now scraped, re-bedded and oil clearances increased.
Stated to have run warm during the voyage and white metal wiped.	
Steam Windlass	Gear case over fore part of windlass removed for access. All holding down studs and main bearing renewed and nuts locked.
Continuous trouble reported due to slackening of windlass engine holding down studs and main bearing studs which were inaccessible	To reduce flexing and vibration of the

(continued overleaf)

Survey fees	£46. 0. 0.
Damage fee	
Expenses	£14. 0. 0.

Date when A/c rendered.....

on the S.S./M.S. "ESSO NORWICH"

FOUND	RECOMMENDATION & REPAIRS EFFECTED
owing to fitting of a watertight gear case over this part of the windlass.	windlass, two steel joists were welded between the sides of the main wheel frames and the top of the Crankshaft bearing pedestals.

Steering Gear  
Rudder Stock carrier thrust bearing. Rudder stock palm bolts removed, rudder Flat bronze thrust bearing ring - lifted with heavy wires and chain blocks. 5 ft. dia by 1 1/2" thick, in two half sections. Port and Starboard hydraulic rams and crossheads dismantled, upper section of Port side half ring found badly worn and ground away 5/8 inch deep into the face of the ring. true. Damaged bronze thrust bearing ring removed and new ring supplied by Makers, fitted. The metal side of upper face of the crosshead clamped to the rudder stock and lower face on top of the Pedestal machined. Pedestal dismantled and bearing face found badly scored. Upper rudder stock bearing bush renewed. Upper rudder stock bearing badly scored. Owing to steam capstans being situated on the deck above the steering gear compartment, it was necessary to cut a hole on the Port side of the steering gear bearing had no means of lubricating the compartment in order to transport the parts to see whether the bearing oil bath ashore for machining. (See Report 8 attached). The splash guard plate over the bearing was fitted with oil boxes and copper supply pipes, to ensure that the lubrication be maintained in future. On completion of repairs, satisfactory working tests of the steering gear were carried out. Satisfactory engine trial carried out on completion of repairs.

Interim Certificate confirming continuation of Class issued, also parts credited for machinery part continuous survey.

*[Handwritten Signature]*



C.S. Advanced. It is submitted that this should be eligible to remain as CLASSED. 7/6/3/62

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