

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

18 FEB 1949)

Date of writing Report... 8th Feb. 1949 When handed in at Local Office... 12th February 1949 Port of Oslo

No. in Survey held at Stavem and also Date. First Survey 18/7/47 Last Survey 18/12 - 1948

on the Machinery of the Wood, Iron or Steel twin screw motor vessel "ESSO 5" (4" Landing Craft G 26")

Gross 396 Vessel built at Paisley By whom Fleming and Ferguson Ltd When 1944

Net 101 Engines made at Colchester By whom Davy Paxman & Co. Ltd When 1944

Nominal Boilers, when made (Main) (Donkey)

of Main Boilers Owners A/S Ostlandske Petroleum Compagni Owners' Address

of Donkey Boilers Managers Port Oslo Voyage Levee in Oslo

am Pressure If Surveyed Afloat or in Dry Dock Both

n Main Boilers (State name of Dock.) Aker Mek. Versted

n Donkey Boilers

st Report No. Port

rticulars of Examination and Repairs (if any) LMC,

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any,

in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be

ted) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly

summarised at the end of the report. State also the dates and initials of any letters respecting this case. E 4/6/48

amage cases 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

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

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

Donkey

ot, state for what reasons What parts of the Boilers could not be thus thoroughly examined?

at special means, in the absence of internal examination, were adopted by the

urveyor to assure himself of the thorough efficiency of those parts of each Boiler?

e latest date of internal examination of each boiler Present condition of funnel(s)

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

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

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

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

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

the screw shaft now been drawn and examined? Yes Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? Yes

shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 25th June 1948 State the wear down in the

on bush practically nil. Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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.

a Survey is not complete, state what arrangements have been made for its completion and what remains to be done

During the conversion of this vessel into an oil tanker, the whole of the main and auxiliary machinery

was opened up for survey.

Vessel placed in floating dock. Screw shafts drawn and examined with propellers and

fastenings, stern bushes and shaft brackets. Sea connections opened up and examined

Main engine cylinders, covers, pistons, rods, top and bottom end bearings, main bearing and

brasses, crank pins, journals, thrust and intermediate shafts, reduction gears and couplings

examined. - Both auxiliary motors opened up and examined all parts throughout.

All pumps, engine driven and independent opened and examined.

Pumping arrangements, with valve chests and valves examined. The pumping arrangements

have been modified as required in Secretary's letter, E. 4/6/48, cl. 1, 2 & 3. An additional independent

large pump, of ab. 20 tons capacity per hour, fitted, with a 3 1/2" direct lift suction but side

the oil fuel piping arrangement has been examined, and amended as noted on plan approved 3/6/48

oil fuel tanks with control gear examined, tanks tested

eral 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, &c.; thus, for example, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

It is recommended that this vessel's machinery be classed in the Register Book, with notation

\* LMC 12.48 and Screw Shafts seen 6.48.

vey Fee (per Section 29) £2. 800. 00 Fees applied for 31/12/1948

Special Damage or Repair Fee (if any) 65. 00 Received by me, 8/1/1949

elling expenses (if chargeable) 35. 00

mmittee's Minute FRI 13 MAY 1949

signed See minutes on F.L. 846 (null)

Engineer Surveyor to Lloyd's Register of Shipping.

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M.V. "ESSO 5"

The electric fittings and installation examined and tested.

Spare gear examined.

The whole of the machinery was found in good condition throughout, and was examined under full working conditions on the trial trip.

Diameter of propellers (see letter 4/6/48) 36", pitch 20", area 657 sq. in.

Monkey boiler not fitted.

R6.