

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 (No. of Visits.....)

58384 on the Machinery of the Wood, Iron or Steel twin screw motor vessel "ESSO 5" (ex "Landry Craft G 26")

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

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

Nominal Horse Power } Boilers, when made (Main) (Donkey) ✓

No. of Main Boilers ✓ Owners A/S Ostlandske Petroleum Compagni Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓ Managers Port Oslo Voyage Levica in Oslo fjord

Working Pressure Main Boilers ✓ If Surveyed Afloat or in Dry Dock Both (State name of Dock.) Avers Mek. Verstedt

No. of Donkey Boilers ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

Next Report No. Port Particulars 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 stated) 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

Damage 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? ✓

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

Donkey " " " " ✓

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

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

What is the latest date of internal examination of each boiler? Present condition of funnel(s) ✓

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

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

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

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

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

Has 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

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

Is an 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 main 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

Has 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.

If the 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 outside.

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.

General 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.

Survey 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

Traveling expenses (if chargeable) £ 35.00

Committee's Minute FRI 13 MAY 1949

Signed See minutes on F.L. 8/16 (null)

Plude Engineer Surveyor to Lloyd's Register of Shipping.

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Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to the office

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.

Plg.



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