

Report of Survey for Repairs, &c., of Engines and Boilers.

No. 4244

(Received at London Office 3 JUN 1942)

Date of writing Report 19th Mar. 1942 When handed in at Local Office 19th Mar. 1942 Port of Galveston Texas
 No. in Reg. Book 74078 Survey held at Galveston Texas Date, First Survey 12th Feb Last Survey 9th March 1942
23491 on the Machinery of the Wood Iron or Steel 5th East Houston (No. of Visits 10)
 Tonnage { Gross 7699 Vessel built at Kearny N.J. By whom Federal S.B. & D.D. Co Year. Month. 1938 1
 Net 4654 Engines made at Tranton N.J. By whom De Laval Steam Turbine Co When 1938 1
 Nominal Horse Power 912 Boilers, when made (Main) 1938 (Donkey) —
 No. of Main Boilers 2 M.T. Owners Standard Oil Co of New Jersey Owners' Address —
 No. of Donkey Boilers 1 Managers — (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 450 lbs Port Wilmington Del Voyage —
 in Donkey Boilers 1 Surveyed Afloat & in Dry Dock Wilmington Del Gal. D.D. Co

Last Report No. — Port —Particulars of Examination and Repairs (if any) LMC

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly the cause of Repairs, if any, and, 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.)

In 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 —

Was 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? yes

" " Donkey " " " —

If this was not done, state for what reasons? —

And what parts of the Boilers could not be thus thoroughly examined? —

Also 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? Hydrostatic pressure also applied to 675 lbs satisfactory

State latest date of internal examination of each boiler 16th February 1942

Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

To what pressure were they afterwards adjusted under steam? 450 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? —

To what pressure were they afterwards adjusted under steam? —

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

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? yes

and of the Donkey Boilers? —

Has screw shaft now been drawn and examined? no

Is it fitted with continuous liner? —

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

Has shaft now been changed? — If so, state reasons —

Has the shaft now fitted been previously used? —

Has it a continuous liner? —

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

State date of examination of Screw Shaft —

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32

Engine parts, when referred to by numbers, should be counted from forward.

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete for L.M.C.

Now Done - While the vessel was on dry dock the propeller & fastenings of stern tube & of the sea connections & all sea valves were examined & found in good order.

Now examined both main boilers throughout with all mountings, safety valves & doors & their safety valves adjusted under steam at 450 lbs. The steam pipes were examined under pressure at 675 lbs & found sound. The oil fuel pumps, pipes & connections were examined while working & found sound & tight, and the superheating elements safety valves were adjusted at 424 lbs. The H.P. & L.P. turbines, shafting, gearing, thrust & line shafting & bearings, Condenser & all pumps & connections, Pelge pumps & pumping arrangements, steam & electric ends of dynamos & electric leads examined & found on now placed in good order. The megger test proved satisfactory. Cont

General Observations, Opinion, and Recommendation:— The machinery of this vessel is

(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, B.S. 9,11, B.M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)

CS 3,34,

eligible in my opinion to remain as now classed with fresh record of L.M.C. 2-42 now.

Survey Fee (per Section 29) LMC

£ 160.00

Fees applied for

Special Damage or Repair Fee (if any) Elect. M.T.

£ 25.00

19/3/1942 WR.

(per Section 29.)

Travelling expenses (if chargeable)

£ : .50

Received by me,

19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK APR 1 1942

Assigned LMC-3, 42

McDermott
 Lloyd's Register
 Foundation

S/S Esso Houston

Cont) Owners Repairs,

The auxiliary circulating impeller shaft renewed
The Port turbine driven boiler feed pump, was reconditioned throughout
its rotor shaft checked in lathe for tooth & recoupled with new
carbon packing & its clearances adjusted & tested in good order
The motor driven fuel pump shaft renewed
New dowels fitted to diaphragms of L.P. turbine & all packing renewed
About eighty superheater tubes were rerolled & proven tight & all
tubes turbinised clean & other minor repairs.

M.D.

