

No. 106363

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

(Received at London Office

27 JUL 1949

of writing Report

When handed in at Local Office 19 JUL 1949

Port of

NEWCASTLE-ON-TYNE

Survey held at Wallsend/Tyne

Date. First Survey 28/4/49

Last Survey 21/6/49

(No. of Visits 12)

on the Machinery of the ~~Wood, Iron or~~ Steel

T.E.S. Esso Birmingham

Gross 10727

Vessel built at Chester, Pa.

By whom Sun S.B. & Dry Dock Co

Year. Month.

Net 6324

Engines made at Lynn Mass.

By whom General Electric Co

When 1943

Main Boilers 2NI

Boilers, when made (Main) 1943

(Donkey)

When 1943

Donkey Boilers

Owners Anglo American Oil Co Ltd.

Owners' Address

Pressure 500 lb

Managers Esso Transportation Co Ltd.

(If not already recorded in Appendix to Register Book.)

Port London

Voyage

Main Boilers 444 lb

Surveyed Afloat & in Dry Dock at Swan Hunter's Dock

(State name of Dock.)

& Quay:

Particulars of Classification which must be inserted precisely as in Register Book & Supplements).

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.

Years assigned now expired

Machinery and Boiler Surveys (including date of N.B., if any)

100 A1

Class. Intempered.

7/48

BS 7/48.

CL 7/48.

Exam 7/48.

Fitted for oil fuel.

WTB

Carrying Petroleum in bulk.

Report No. Port

Particulars of Examination and Repairs (if any) Completion of Classif: Dkg.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated at the end of the report. State also the dates and initials of any letters respecting this case.

In 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.

Damage report made by anyone else? If so, by whom?

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

Donkey

State for what reasons

What parts of the Boilers could not be thus thoroughly examined?

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?

Next date of internal examination of each boiler

P. Bl. May 18

S. Bl. May 24 '49.

Present condition of funnel Efficient.

Surveyor examine the Safety Valves of the Main Boilers?

Yes

To what pressure were they afterwards adjusted under steam?

500 lb/p 464 lb/p

Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

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

Yes

and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers?

Surveyor examine all the mountings of the Main Boilers?

Screw shaft now been drawn and examined?

No

Has it a continuous liner?

Yes

Is an approved oil retaining appliance fitted at the after end?

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?

Is electric light and power fitted?

Is electric light and power fitted?

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

See Separate Report.

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

Now Complete:-

Examined in drydock examined propeller, outer of stem tube, sea cocks & valves & outside fastenings.

Done for Completion of MS:- Examined Main turbine & casings (rotor lifted) and outboard turbo generator turbine casings (rotors lifted) and all gearings & bearings & Aux. Condensers (tested), Main & Aux. Circulating pumps, Two main & aux. rate pumps, A.F. transfer pump, 2 boiler oil fuel pumps, Two Lub. Oil pumps, feed pumps, Two Main feed pumps (renewed), Two Butterworth pumps, Drain pump, Pump Room bilge & ballast pump, Thrust shaft & Bearing Windlass & steering gear. Pumping Arrangements.

Done for BS. P & S Main boilers, examined internally & externally together with water, de-superheater, Air pre-heater, doors & fastenings mountings & Safety Valves, latter afterwards adjusted under steam to the above pressures. is examined under hydraulic pressure, 500 lb/p & found satisfactory. P.T.O.

Observations, Opinion, and Recommendation:- The Machinery of this vessel so far as now

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.)

is in an efficient condition & eligible in my opinion to be classed LMC with date, BS 6/49.

Engine L.O. Class. Fee

Fee (per Section 29) BS. £ 11 : 0 : 0

SUPERVISION RLI FORM TO FOLLOW

Damage or Repair Fee (if any) £ 5 : 5 : 0

(per Section 29.)

ing expenses (if chargeable)

Sunday Fee £ 5 : 5 : 0

Committee's Minute

FRI. 14 OCT 1949

Lmc 6.49

Fees applied for

Not yet

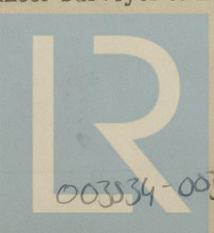
Received by me,

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James H. Walker

J. H. Matthews

Engineer Surveyor to Lloyd's Register of Shipping.



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003334-003340-0046 1/2

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

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

Alteration. Ingersoll-Rand turbo feed pumps now removed.

Two turbo feed pumps (Coffin Type) now installed.

Steam & exhaust pipes, & Sucts. & Dischs. altered & tested as ^{necessary}

Makers:- Coffin. Englewood N.J. USA.

Type F. HP 150 RPM 7200. Cap. 200 GPM.

Aft Pump No 2422 F 7th pump No 2423 F.

Pumps examined under working conditions, Governors & over-speed trips operated & all found satisfactory.

Main turbine:- all bearings re-metalled.

Main circulating pump:- Impeller & Shaft renewed.

Forst Butterworth Pump. Impeller shaft renewed.

Propeller backed off at this time, ^{shaft} cone examined & tested for fractures. Found satisfactory. (Owner's request)
Tail shaft not drawn in for examination.

Port boiler root blower steam pipes renewed with steel pipes (flanged), all tested & found satisfactory.

Screwed elbows removed from boiler water gauge drains, & replaced by solid drawn steel pipes.

Water gauge valves fitted with wheels & chains, & indicators.

The O.F. discharge filter switch cock handle fitted with plate guard which covers the top of the filter in use.

O.F. System deck controls satisfactory.

On completion of repairs the main & auxiliary machinery were examined under working conditions, Governors & over speed trips of the main & aux turbines & feed pumps, operated. Pumping arrangements tested & all found satisfactory. CO² fire extinguishing apparatus (Kiddes) tested at this time.

Circular 1874: (c) The Shipside boiler blowdown valve & fitting has not been altered at this time.

J. W. Walker

SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.