

2 NOV. 1962

Ship's Name ~~SS/MS~~ "ESSO BALBOA" (Ex "Esso" Gross tons 23,997  
Norwich

Is there a rpt. 8? No.

Port Newport News, Va. Rpt. No. 8532.

No. of visits 4.

First date Sept. 28th, 1962 Last date Oct. 3rd, 1962.

Interim Cert. issued  
& copy herewith? Yes.Damage rpt. issued  
& copy herewith? No.

Last rpt. (H.Q. only) 157962 LIV

Date of  
completing rpt.

Oct. 4th, 1962.

Surveyed at, if different from Port above -

Is a rpt. 9A  
attached? No.

MN 3520

Nature of survey W. &amp; T. Repairs.

Survey fees \$120.00

Damage fee -

Expenses \$8.00

S.A. fee None.

## DOCKING

Propeller -

Sea connections -

Oil gland -

Fastenings -

Wear down of stern bush -

Has screw/tube  
shaft been drawn? -

Date of examn. -

Has shaft been  
changed? -

Has shaft now fitted been previously used? -

Has shaft now examined/fitted a continuous liner? -

Approved oil gland? -

BOILERS OPENED UP AND EXAMINED. (Identify by position and state latest date of internal examination of each boiler.)

AUXILIARY, DONKEY OR PRESS

(State if oil fired—OF  
or exhaust gas—EG)

MAIN

Air heaters

Superheaters

Safety valves

Mountings, doors  
and fasteningsSafety valves { Sat  
adjusted to { SptBoiler securing  
arrangements

Main economisers

Steam heated  
steam generatorsForced  
circulating pumpsHave saturated steam pipes in cylindrical boiler  
smoke boxes been examined as required by the Rules?

Exhaust gas heated economisers

Steam generator safety valves adjusted to

Funnel

Were oil burning system &  
remote controls examined  
in accordance with rules?

I recommend that the machinery of this ship remain as classed ~~XXX~~ without fresh record of survey, subject to one superheater tube in the Starboard Boiler being renewed at the next MBS.

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

NEW YORK

OCT 17 1962

Minute

AS LOW

Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation

012792-012795-0146

At port or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken, or recommended described fully under "Defects and Repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is



# EXAMINATION AND TESTING OF STEAM PIPES (state material)

MAIN  
AUXILIARY  
(over 3" bore)

Have saturated pipes in cylindrical boiler smoke boxes been tested?

Were selected copper pipes annealed?

## ELECTRICAL EQUIPMENT

PROPULSION (State Port—P, or Starboard—S)		AUXILIARY	
Total kW or kVA		Total kW or kVA	750 KW.
a Generators		l Generator & governors	Inboard & Outboard Good.
b Exciters			
c Air coolers		m Motors	
d Motors			
e Air coolers		n Switchboards & fittings	
f Control gear cables, etc.		o Circuit breakers	(Main) Good.
g Insulation resistance		p Cables	
h Insulating oil test		q Insulation resistance	
i Overspeed governors		r Steering gear generators & motors	
j Magnetic couplings		s Navigation light indicators	
k Air gap			

## PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. Wear & Tear repairs Now Done:-

### Port Main Boiler Superheater

The 19th tube from the bottom in the outside row found ruptured in one place, now plugged. On completion of repairs boiler subjected to hydrostatic test and found tight. Boiler examined under steam and found tight.

Main Generator Circuit Breakers completely overhauled and placed in good order.

Outboard Turbo Generator Governor completely overhauled and placed in good order. Upon completion of repairs, generators tested for overspeed, paralleling, reverse current etc., and found in order. A number of leaking steam valves and steam pipe joints repaired in various locations in machinery space.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept., the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should be reported above.

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