

Rpt. 9

Date of writing report 21.11.61. Received London 11 Port Liverpool No. 157962  
Survey held at Birkenhead No. of visits 11 First date 1.11.61 Last date 10.11.61

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 10369 S.S. "ESSO NORWICH" Gross tons 23997 Date of build 1959 5  
Owners Esso Petroleum Co. Ltd., Managers - Port of Registry London  
Engines made 1959 By Cie. de fives - Lille Type 2 stm. turbs DR gerd. to sc. shaft  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 2 W.P. 967lb. Spt 860°F. 855lb.  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Both  
Nature of Survey Docking, C.S., M.B.S., T.S.C.L. & Repairs  
Was Damage Report issued? No Int. Cert. Yes  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
* 100 A1 7.60	* LMC 5.59
oil tanker	BS M 7.60
	TS CL 5.59

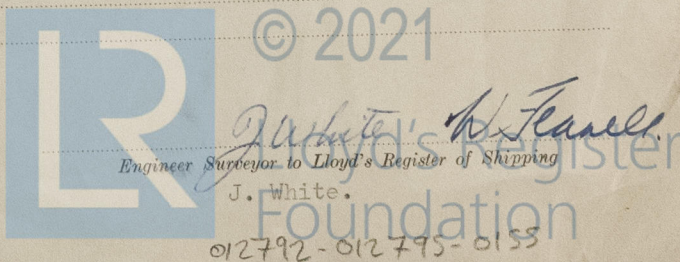
The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; 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.

DOCKING Propellers Good Wear Down of Stern Bushes .040" Oil Glands - Sea Connections Good  
Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 4.11.61 Has Shaft been changed? Yes  
Has Shaft now fitted been previously used? No Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD  
1 Cyls., Covers, Pistons & Rods  
2 Valves & Gears  
3 Connecting Rods, Top Ends & Guides Side Centre  
4 Crankpins & Bearings Side Centre  
5 Journals & Bearings  
MAIN ENGINE DRIVEN AIR COMPRESSORS  
6 Cyls., Covers, Pistons & Rods  
7 Connecting Rods & Top Ends  
8 Crankpins & Bearings  
9 Journals & Bearings  
10 Coolers & Safety Devices  
MAIN ENGINE DRIVEN SCAVENGE PUMPS  
11 Cyls., Covers, Pistons & Rods  
12 Connecting Rods & Top Ends  
13 Crankpins & Bearings  
14 Journals & Bearings  
15 Levers  
16 SCAVENGE BLOWERS  
17 SUPERCHARGERS  
MAIN TURBINES  
18 Casings, Rotors, Blading, Bearings & Thrusts H.P. Good  
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
20 STEAM COMPRESSORS  
21 CLUTCHES & HYDRAULIC COUPLINGS  
22 REDUCTION GEARING  
23 THRUST BLOCKS, SHAFTS & BEARINGS Good  
24 INTERMEDIATE SHAFTS & BEARINGS Good  
25 HOLDING DOWN BOLTS & CHOCKS  
26 CONDENSERS (MAIN & AUX.) Gland steam (tested) Good  
Main & Aux. air ejectors & condenser Good (Tested)  
27 STEAM RE-HEATERS  
28 DE-SUPERHEATERS Good  
29 STOP & MANŒUVRING VALVES Good  
30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manœuvring?  
OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel so far as now seen is eligible in my opinion to remain as classed with fresh record of M.B.S. 11.61, T.S.C.L. (N) 11.61, now, and C.S. (with date) on completion.

Date of Committee LIVERPOOL 12 DEC 1961  
Decision As now T.S. (CL) N. 11.61 MBS 11.61  
50m, 4.59 T. (MADE AND PRINTED IN ENGLAND)





32 Essential Independent Pumps (Identify by position) For'd & Aft lub. oil, Cold start feed, Main Circulating, Centre turbo feed, Main fire, Cold start fire, Inboard evaporator, Aft brine, Aft distillate, Aft coil drain, For'd fuel oil pressure - All Good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service) 3rd stage feed & outboard fuel (tested) Good

38 Independent Air Compressors, Coolers & Safety Devices Centre (combustion control) Good

39 Air Receivers & Safety devices Main Combustion control, & ships service Good 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators Inboard Good 43 Have Evaporator Safety Valves been tested under steam? Yes

44 Steering Machinery Port Hele Shaw Pump good 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) Centre Turbo Feed, Outboard Generator Turbine, Centre forced draught fan & motor Good

PROPULSION		ELECTRICAL EQUIPMENT	
		PORT	STARBOARD
a	Generators		
b	Exciters		
c	Air Coolers		
d	Motors		
e	Air Coolers		
f	Control Gear, Cables, etc.		
g	Insulation Resistance		
h	Insulating Oil Test		
i	Overspeed Governors		
j	Magnetic Couplings		
k	Air Gap		
		AUXILIARY EQUIPMENT	
		l Generators & Governors Outboard Turbo Good	
		m Motors for the above, also auxy. condensate pump. Bilge pump, Outboard Evap, For'd brine pump.	
		n Switchboards & Fittings	
		o Circuit Breakers Outboard turbo generator good	
		p Cables In connection with the above motors Good	
		q Insulation Resistance	
		r Steering Gear Generators and Motors Port Good	
		s Navigation Light Indicators	

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

MAIN Port 3.11.61. Starbd. 3.11.61. Good

AUXILIARY, DONKEY or PRESS

Superheaters Port & Starbd. Good

Safety Valves Port & Starbd. Good

Mountings, Doors & Fastenings Port & Starbd. Good

Safety Valves Adjusted to { Sat. Port & Starbd. 970 lbs/psi  
Spt. Port & Starbd. 850 lbs

Boiler Securing Arrangements Port & Starbd. Good

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? x

Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Screwshaft drawn in due to excessive wear in sternbush. Screwshaft examined, and liner found fractured in way of sternbush and approximately 4 feet from propeller end, this fracture about 9" in length and running in a horizontal radial direction.

Repairs - Now Done - A new screwshaft now satisfactorily fitted, fit of shaft in propeller examined without and with key. Screwshaft stamped Lloyd's DTM HD 13.2.57. Sternbush bottom half rewooded, clearance as stated.

Port & Starboard boilers. 500 tubes renewed in each top nest of air heaters (gas).

CS. covered.  
Tsch. due 5/62, not held.  
MBS. due 7/61, was held  
Docking, repairs.  
Screwshaft renewed (liner cracked)  
Screw an-bush later renewed.  
water.  
Tsch(N) 11/61 }  
MBS. 11/61 }

LEAVE THIS SPACE BLANK

Survey fees

CS 50-0-0

MBS 30-0-0

Tsch 7-0-0

Port 20-0-0

Damage fee

Rep 10-0-0

Expenses...

11-10

Special Act

29-9-0

Date when A/c rendered

- 8 DEC 1961

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Foundation