

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24th March 1958 When handed in at Local Office 19 Port of TARANTO (Naples)
No. in Reg. Book 09681 Survey held at Taranto Date, First Survey & Last Survey 7th March 1958
(No. of Visits one)
on the Steel S.S. T.E/T " ESSO LONDON " By whom Sun. SB. & D.D. Co. When 1944
TONNAGE: — Built at Chester, Pa Owners' Address Esso Petroleum Co. Ltd.
GROSS 10712 Owners Esso Petroleum Co. Ltd. Port belonging to London
UNDER DK. — Managers —
NET 6187

Surveyed Afloat or in Dry Dock? in D.D. Name of Dock Generale Ferrati Destined Voyage —

Cell D B or D B a — feet: u E & B — feet: f — feet
total capacity — tons. FPT — tons: APT — tons: MT — feet: tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 6300 Port P.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined.

Not requested

Was a damage report made by anyone else? if so, by whom? Salvage Ass. inspector

REPAIRS, OR EXAMINATION AS PER RULE FOR

VERIFICATION OF DAMAGE: —

Damage stated to have been caused by having the ship touched the bank and consequent grounding at Suez Canal on the 14th January 1958 whilst on voyage, in full loaded condition, from Fao to Fawley. The vessel was towed to Taranto for examination in dry dock.

FOUND: —

- Paravine foot bent and connecting weld fractured.
- Bulb nose front keel plate buckled at port side.
- Bottom shell plates of B & C strakes ss., 6th from fwd. indented.
- Bilge keel p&s part broken and lost.
- Coffen plate distorted and part lost.
- Propeller blades badly damaged and part broken.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed, <u>—</u>				N	O	N	E	
Removed and Faired or Repaired <u>—</u>								
Faired or Repaired in place <u>—</u>								

PRESENT CONDITION OF THE

not ex.	not ex.	not ex.	not ex.
Decks <u>not ex.</u>	Bulkheads <u>not ex.</u>	Engine Room Skylights <u>not ex.</u>	Copper, or Y.M. <u>not ex.</u>
Caulking of Decks <u>do</u>	Ceiling <u>do</u>	Coal Bunkers, Openings, Covers, &c. <u>do</u>	(State if on Felt.)
Coamings <u>do</u>	Cement or Asphalt <u>do</u>	Oil Bunkers <u>do</u>	When fitted, Month <u>—</u> Year <u>—</u>
Beams & Fastenings <u>do</u>	Rudder <u>see rpt.</u>	Scuppers <u>do</u>	Boats <u>not ex.</u>
Outside Plating <u>see rpt.</u>	Steering gear and its connections <u>do</u>	Cargo Hatchways <u>do</u>	Masts, Yards, &c. <u>do</u>
" " in way of sidelights <u>do</u>	Windlass <u>not ex.</u>	Hatches <u>do</u>	Condition, how ascertained <u>—</u>
Frames <u>not ex.</u>	Have pumps been examined and found efficient? <u>no</u>	Planking <u>—</u>	(State if wedges removed.)
Reverse Frames <u>do</u>	Have Sluice Valves been examined and found efficient? <u>no</u>	Caulking <u>—</u>	Equipment letter <u>—</u>
Longitudinals <u>do</u>	Have Watertight Doors been examined and found efficient? <u>no</u>	Treenails <u>—</u>	Anchors, No. of <u>not ex.</u>
Transverses <u>do</u>	Have Ventilators and their Coamings been examined and found efficient? <u>no</u>	Breasthooks & Stemson <u>—</u>	Cables (State if now ranged) <u>do</u>
Floors <u>do</u>	Air and Sounding Pipes <u>not ex.</u>	Transoms, Pointers & Crutches <u>—</u>	" length <u>—</u> mean diamr. <u>—</u>
Keelsons <u>do</u>	Doubling Plates under Sounding Pipes <u>do</u>	Timbers of Frame at openings <u>—</u>	(on board.)
Stringers <u>do</u>		" " at other places <u>—</u>	" Rule length <u>—</u> size <u>—</u>
Inner Bottom Plating <u>do</u>		Stringers, Clamps & Shelves <u>—</u>	Chain Locker <u>not ex.</u>
Have the Tanks been examined internally? <u>no</u>		Saltine <u>—</u>	Hawsers & Warps <u>do</u>
Have the Tanks been tested? <u>no</u>		(State if examined)	Standing and Running Rigging <u>do</u>
			Sails <u>—</u>

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any, and if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This ship, so far as now surveyed, is eligible in my opinion to remain as classed without fresh record of survey, subject to sternframe solepiece, rudder and propeller being renewed, to indented bottom plating ss. being repaired and to any other outstanding condition of class being dealt with as previously recommended.

Survey Fee (per Section 23) Damage (Class) £. 10.0.0

Special Damage or Repair Fee (if any) Gen. £ 2.10.0

Travelling Expenses (if chargeable) —

Second Surveyor's Fee (if any) —

Committee's Minute —

Character Assigned —

Fees applied for, A/c rendered 18

Received by me, 19

(M.V. Pollio)

Surveyor to Lloyd's Register of Shipping.

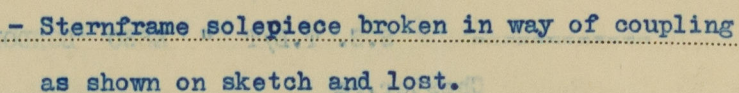
TUESDAY 20 MAY 1958

Noted - sec Committee

Minute dated 18.3.58

002639-002646-0005

Lloyd's Register Foundation



- Paravine foot to be cut and removed.
- Bulb nose plate to be faired in place.
- Bottom shell plates to be faired in place.
- Bilge keel to be part renewed as necessary.
- Coffer plate to be renewed.
- A new propeller to be replaced.
- A new rudder to be replaced
- A new solepiece to be replaced.
- Alignment of rudder head to be verified and steering gear to be examined;
- Propeller shaft and intermediate to be draw and specially examined.

The question of the completion of S.S. was discussed with the Owners representative who stated that no decision has been taken and that in the meantime the vessel will remain laid up at Taranto.

Conditions of Class : - Indntd. shell ptg. in Nos 2 and 9(p) wing tks and (ss.amids) ⁺⁺⁺ by omp SS
Reps to sheerstrake (ps.) and stern ptg with structure in way to be repd
by NSS. - Nothing was done at this time

Endorsements : - Shell ptg. in way N°2 wing tank indntd. Btm. ptg. (ps.a.) indntd.
Nothing was done at this time

Interim Certificate : - Issued copy attached.

ANCHORS.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Iron Stream Chain)
or Steel Wire)