

Date of writing Report... 19... When handed in at Local Office... 9/ DEC 1947... 19... Port of NEWCASTLE-ON-TYNE

TONNAGE:— Built at CHESTER, PA. By whom JON S. B. & BRY DOCK CO. When 1944  
GROSS 10712 Owners ANGLO-AMERICAN OIL CO. LP. Owners' Address -  
UNDER DK. 9489 (If not already recorded in Appendix to Register Book)  
NET 6301. Managers ESSO TRANSPORTATION CO. LP. Port belonging to LONDON.  
Wm. HUNTER & WILKINSON

Surveyed Afloat or in Dry Dock? BOTH. Name of Dock RICHARDSON LD. Destined Voyage —

Cell D or DBa ..... feet ; uE & B ..... feet ; f ..... feet  
 tal capacity ..... tons. FPT ..... tons ; APT ..... tons ; MT ..... feet ..... tons.

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

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

last Report, No. \_\_\_\_\_ Port \_\_\_\_\_

ridical Surveys, when held, must be reported in detail and seriatim 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.

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. / Society's Freeboard (if assigned) as } 9 ft. 2 3/4 in.  
maintained on Ship and more specified

Was a damage report made by anyone else? if so, by whom?

PAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING & GENERAL EXAMINATION.

NOW DONE:-

vessel placed in drydock, bottom, masts and stem frame cleaned, examined, now satisfactory and recoated. Anchors and cables ranged and examined. Peak spaces, crew spaces, machinery spaces, structure in way of boilers, weather decks, casings, hatches, ventilator coamings, air pipes etc. examined and now satisfactory. Fore and after Peak tanks examined internally and found in order. All cargo oil tanks examined internally and now satisfactory. Steering gear, windlass, deck and general equipment examined and now satisfactory. Chain locker examined internally. A renewal of Melbourne Survey held, Report forwarded & certificates issued.

[OVER]

MARY OF DAMAGE REPAIRS :—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :—
Renewed ... ..								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

SENT CONDITION OF THE		SENT CONDITION OF THE		SENT CONDITION OF THE	
ing of Decks	Good.	Bulkheads	efficient	Engine Room Skylights	Good
ings	do	Ceiling	how	Coal Bunkers, Openings, Covers, &c.	how
is & Fastenings	do	Cement or Asphalt	do	Oil Bunkers	Antennae, 4000
de Plating	do	Rudder	Good	Scuppers	Good
" in way of sidelights	Good	Steering gear and its connections	do	Cargo Hatchways	do
es	Good	Windlass	do	Hatches	STEEL I.T. do
se Frames	not cut.	Have pumps been examined and found efficient?	do	Planking	
tudinals	Good	Have Sluice Valves been examined and found efficient?	do	Caulking	
verses	do	Have Watertight Doors been examined and found efficient?	do	Treenails	
	do	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	
ons	do	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	
ers	do	Doubling Plates under Sounding Pipes	not cut	Timbers of Frame at openings	
Bottom Plating	not cut.			" at other places	
he Tanks been examined Internally?	See Rep.			Stringers, Clamps & Shelves	
he Tanks been tested?	See Rep.			Salting	

*veral 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*."

his vessel is eligible in our opinion to be continued as how classed and to have the station "Examiner hwe. 11.47 [for 12 months?]" with date of any docking 11.47.

\_\_\_\_\_

by Fee (per Section 29) Gen. Exam. 29 : 0 : 0 Fees applied for,

Additional Damage or Repair Fee (if any) \$ : : 19

Received by me, *W. T. Brown* *10/1/1910*

and Surveyor's Fee (if any).....\$

Surveyor to Lloyd's Register of Shipping.

11.572-7,10,147  
TUES. 20 JAN 1948

Committee's Minute ✓

Character Assigned 11.47 P.W. subject

White Pine M<sup>10</sup> 11.10.47 Examined 11.47 12.11.47 (500 lb) W.T. 13.8.48



"ESSO LONDON."

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REPAIRS:-

It is the owners intention ultimately, to fit tee bar bulkhead connections to the web brackets in all cargo tanks, in lieu of the direct welded method as at present existing. This job has been progressed at this time as follows:-

hog tank apr 8th at Centre; 3 berts on each web deck with — 9 berts in all.

for u u u ; 3 u ~ ~ ~ u ~ ~ ~ - 9 u ~ ~ ~

for " " wings 1 bkt on each web P65 dealt with — 2 " " "

hog tank fun And at center; 3 bits on each web dealt with - 9 " " "

from ~ wings; 3 hits on each web p 5 ~ ~ 6 ~ .

hot tank from end at centre; 3 bolts on each well dealt with — 9 " " "

fun Bond at wings; 3 bkts on each web PLS dealt with - 6 " "

The above tee bars are  $6 \times 6 \times 36/42$  and are welded to bulkheads and web brackets.

on examination of the cargo tank bulkheads a number of small fractures were found, principally in way of the toes of the web brackets. These have now been bevelled out, welded, and fitted with doubling plates on the back side. Where these fractures came in way of brackets now fitted with tee bar connections, the tee bars have been carried over the fractures to form a double. The locations of these fractures are as follows:-

hor2 centre tank. aft Bd. 2 fractures on S.S. at 100° b/c from top & at 100° angle  
stiffener from top.

[SEE SHEET 3.]

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

**ANCHORS.**

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower														If Patent state name of Patentee.		
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge .....																

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

## CHAIN CABLES.

[illegible]

Stockless, same mechanical row.

"ESSO LONDON."

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No 4. Centre tank aft Bd. 1 fracture on S.S. at 18° angle stiffens from top.

" " " for Bd. 2 fractures on P.S. at  $19^\circ$  &  $24^\circ$  angle stiffness from top.

Wing. Post. apr. Brn. 1 fracture at 10<sup>th</sup> bracker from top.

No 5 Centre tank. fur And. 3 fractures on. S.S. or 6 P.S. webs 2nd Blk. from top.

No 6 Centre tank for Bnd. 4 fractures. Leach on 2<sup>nd</sup> Bnd from top on S.S. or r.p.s.

webs and 1 on 5<sup>th</sup> flr from top on cr. web.

No 6 being Staur. afr. Ind. 1 fracture on 2<sup>nd</sup> tier from top.

Nº 7 Centre tank from Bnd. 1 fracture at 2.5" 614 from top. Centre web.

108 Centre tank for Bns. 2 fractures. 1 each on 2<sup>nd</sup> & 4<sup>th</sup> from top on P. & S. webs.

all cargo tanks tested in way of repairs with satisfactory results.

A number of minor wear and tear repairs have also been effected.

PER SPECIAL REASONS LIST:-

Repairs to shell plating etc., (S.S.f.) have been carried out in U.S.A. See Galveston, Texas Report no. 4885.

NOTE:-

The owners Representative states that it is intended to carry out the Classification Survey when the special Survey becomes due in 1948.

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