

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 3rd Sept. 53 When handed in at Local Office Bremen Port of Bremen
 No. in Survey held at Bremerhaven Date, First Survey 15th April Last Survey 17th August, 1953
 Reg. Book. 09188 on the Wood & Iron or Steel S.S. "ESSO BELFAST" (No. of Visits 32)

TONNAGE: Built at Kearny M. J. & Co. By whom Federal S.H. & D.D. Co. When 1930
 GROSS 13074 (Tons) Owners Esso Petroleum Co. Ltd. Owners' Address Esso House, 10, Abchurch Lane, London E.C. 4
 UNDER DK 12543 (Tons) Managers Esso Petroleum Co. Ltd. Port belonging to London
 NET 7864 (Tons) Name of Dock Norddeutscher Lloyd Desired Voyage to

Surveyed Afloat or in Dry Dock? Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
 Cell D Bor DBa feet; uE & B feet; f feet feet
 total capacity (tons, FPT) tons, APT tons, MT feet tons.

CHARACTER: 100 A1 (Classification contemplated)
 Date of last Survey and of Periodical Surveys: 14.53. Machinery and Boiler Surveys: 8.51
 Examinations: 9.52
 BS 9.52 (420 lbs)
 Fitted for oil fuel WTB
 Carrying petroleum in bulk

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 Yes - not
 Society's Freeboard (if assigned) as 10 ft 244 ins.
 painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND CLASSIFICATION AND COMPLETION OF SPECIAL SURVEY.
 1. DAMAGE: to Vessel placed in dry-dock, bottom, shell side plating

Alleged sustained by fire in cargo oil tank No.4 on p.s. whilst the vessel was under repair in dry-dock in June, 1953, by Messrs. Norddeutscher Lloyd, Bremerhaven.
 Now done for Damage: -

Examined the main cargo oil tank No.4 on p.s. internally, longitudinals and transverse at bottom and deck, centre line bulkhead plating, webs and stiffeners, transverse bulkhead plating, webs and stiffeners, summer tank deck and trunk plating incl. longitudinals, transverse and webs, bottom, shell side plating (in dry-dock) and deck plating, incl. riveting and found or placed satisfactory. Tank 4 tested after completion of repair and found in order.

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	Ribs	Stiffeners	Plating	DK. Plates	SUMMER TANK			
							TRUNK PLATES (2)	LONGIT. (4)	DECK PLATES	LONGIT.
Renewed ... (PARTLY)	0	0	0	0	0	0	0	0	0	0
Removed and Fair'd or Repaired	0	0	0	0	3	0	0	4	0	0
Fair'd or Repaired in place ...	0	0	0	4	4	3	0	0	0	0

PRESENT CONDITION OF THE		BULKHEAD		SUMMER TANK	
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good
Caulking of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good
Coamings	Good	Cement	Good	Oil Bunkers	Good
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good
" " in way of sidelights	Good	Windlass	Good	Hatches	Good
Frames	Good	Have pump been examined and found efficient?	Good	Planking	Good
Reverse Frames	Good	Have Stairways been examined and found efficient?	Good	Caulking	Good
Longitudinals	Good	Have Water-tight Doors been examined and found efficient?	Good	Treenails	Good
Transverses	Good	Have Ventilators and their Coamings been examined and found efficient?	Good	Breasthooks & Stemson	Good
Floors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	Good
Keelsons	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	Good
Stringers	Good			" " at other places	Good
Inner Bottom Plating	Good			Stringers, Clamps & Shelves	Good
Have the Tanks been examined internally?	Yes			Salting	Good
Have the Tanks been tested?	Yes			State if examined.	Good

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is eligible
 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."
 in my opinion to be classed 100 A1 in the Society's Register Book and to have the notation of ss Bm. 8.53 and fresh record of survey 8.53.

Survey Fee (per Section 23)	Comp'n. 65	143	0	0
Wear & Tear Repairs (if any)	1	60	0	0
Damage Repairs (per Sec. 23)	10	0	0	0
Travelling Expenses (if chargeable)	32	0	0	0
Extra copy of L.L.Cert.	0	10	6	
Second Surveyor's Fee (if any)				

Committee's Minute See Bm. F.E. Ret. 1.
 Character Assigned See Bm. F.E. Ret. 1.
 Surveyor to Lloyd's Register of Shipping. A. J. B. 2020
 FRIDAY 20 NOV 1953



"ESSO BELFAST"

Damage Repairs now effected: -

2 Summer tank trunk plates (badly buckled) cropped and partly renewed, butts E.W. 4 Longitudinal stiffeners in way cropped and partly renewed, butts E.W. 1 Transverse bulkhead stringer plate (buckled), cropped and partly renewed, butts E.W. Summer tank deck incl. doubling (buckled) removed, faired and refitted, 4 deck longitudinals (buckled), renewed and deck plating in way (slightly indented), faired in place. Transverse bulkhead plating at frame 73 (between tank 3/4 slightly indented) including 4 stiffeners (slightly bent) released and faired in place. 2 Transverse bulkhead web plates (buckled) removed, faired and refitted, one, (slightly buckled) faired in place. One transverse at summer tank deck (buckled), removed, faired and refitted; one, (slightly buckled) at summer tank deck and one (slightly buckled) at main deck and one (slightly buckled) at bottom faired in place.

2. CLASSIFICATION AND COMPLETION OF SPECIAL SURVEY: -

Now done: -

Vessel placed in dry-dock, bottom, shell side plating (incl. keel, bilge keel, indented plating, internals and wasted rivets), and rudder cleaned, examined and found or placed satisfactory. Stern frame (E.W. 5.50) specially examined and found unaltered good, anchors and chain cables ranged and examined. All cargo oil tanks, port and starboard fuel bunker tanks, all double bottom tanks the main after cofferdam, the port- and starboard tween deck fresh water tanks have been cleaned and examined internally and placed satisfactory and tested. The engine and boiler space, main pump room and chain locker cleaned, all steelwork examined throughout, scaled and coated as necessary. Shell plating in way of side

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK			TEST PER CERTIFICATE			WEIGHT REQUIRED BY RULE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower												
	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

Number of Certificate.	Length and size supplied		Test per Certificate		WEIGHT OF CHAIN CABLE			Length and size per rule		Description.	Makers of Cable	Where and when tested and Superintendent.
	Length.	Diam.	Statio-ory	Break-ings	Supplied	Per Rule	Length	Diam.				
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.				

lights examined. Shell plating, deck and bulkhead plating drilled and gauged as necessary. Masts and rigging, hatch coamings, covers and closing appliances, ventilator coamings and covers, air and sounding pipes and striking plates examined and found or placed satisfactory. Fiddle top and engine casing, boat deck amidships and navigation bridge, vegetable room and fore and aft gangway cleaned, examined and found or placed satisfactory.

Freeboard Renewal Survey carried out and freeboard verified.

Continued/.....

SS "ESSO BELFAST"

Repairs, Wear and Tear now effected: (All plates numbered from aft)

Bottom: Renewed plates: Keel FK7, 8, 10, 11, 12, 13, 14, 16)
 PIs. A13, 14, 17, B7, C6, 7, 11, 14, D10, 11, 13, 14, 15, 16, 17, 18)
 E7, 10, 11, F11, 12, 12A, 13) 63
 S.s. A8, 9, 10, 11, 12, 13, B6, 7, 11, 12, C6, 7, 8, 10, 11, 14, D9, 10, 11)
 D13, 14, 15, 16, 17, 18, E3, 8, 9, 10, 11, F12A, 14.)
 cropped and part renewed, butts E.W.
 P.s. A16, C13, E6, F14, 15,
 S.s. A7, 14, B13, C13, D19, E2, F7, 8, 9, 12, 13, 15, 16) 18
 removed, faired and refitted (for renewal of doublers)
 P.s. B8, 9, 10) 3
 faired in place (buckled), P.s. E12) 1

NOTE: The plate D5 and E5 on p.s. from fwd. are the above D18 and E 11 from aft and the plates D7 and C13 from fwd. corresponds to the above D14 and C8 numbered from aft. These four bottom plates required to be renewed in accordance to London letter Classn. H. of the 20th April, 1953, and wire of 17.8.53.

Shell side plating:

The following indented shell side plates have been repaired as follows

(All plates numbered from aft, M = sheer strake).
 Stbd. aft E.R. J4, 5, renewed) 2
 " " " J3, K3, 4 & 5 faired in place) 4
 P.s. in way of tank 8/9 L10 cropped and partly removed, faired and refitted, butt E.W.) 1
 P.s. in way of tank 8/9 M13 and K9 (adjacent) faired in place) 2
 S.s. in way of tank 7 L11, 12 and M14 faired in place) 3
 P.s. dry cargo space G17, 18, H17, J17, 18, K18, 19, L18, 20)
 S.s. " " " J17, L18, M21 all faired in place) (12)
 P.s. fore peak L21 (L1 from fwd.) faired in place) 2
 S.s. " " K20 (K1 from fwd.) faired in place)
 The shell plates D22 (D1 from fwd) worn plate edges on both sides renewed) 2

Bottom longitudinals and transverses: -

Longitudinal bottom flanges and reverse angles, lug angles of transverses and bulkhead boundary angles and doubling plates in way of renewed bottom plates renewed where necessary.
 20 Shell longitudinals completely renewed on p.s.
 16 shell longitudinals completely renewed on s.s.
 28 Shell longitudinals cropped and partly renewed, butts E.W.
 Centre line bulkheads: - 1 Bottom strake plate in way of tank 8 cropped and partly renewed, butts E.W.
 3 Stiffeners cropped and partly renewed, butts E.W.
 Transverse bulkheads: 1 Plate renewed upper strake p.s. at bhd. 82.
 1 Plate renewed upper strake s.s. at bhd. 79.
 1 Plate cropped and partly renewed, butts E.W., 5th strake p.s. at bhd. 76.
 1 Plate cropped and partly renewed, butts E.W., 5th strake s.s. at bhd. 76.

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Rpt. 2x 8a

Port of Bremen

Continuation of Report No. 711

dated 3rd September, 1953 on the

SS"ESSO BELFAST"

Summer tank: 1 Plate renewed 2nd strake s.s. at bhd. 76.
 1 plate renewed 2nd strake s.s. at bhd. 56.
 2 plates renewed 1st and 2nd strakes s.s. at bhd. 50.
 2 Plates cropped and partly renewed, butts E.W., 1st & 2nd strake
 on p.s. at bhd. 50

Main tanks: 14 horizontal transverse bulkhead stiffeners completely renewed.
 23 horizontal transverse bulkhead stiffeners cropped and partly
 renewed, butts E.W.

950 Defective rivets in transverse bulkheads renewed.

3 Fractures veed out, electrically welded and 3 doubling plates
 fitted by E.W.

8 Transverse bulkhead stringer plates at summer tank deck level
 renewed as follows: -

1 Plate including lugs and face angle at bhd. 79 on s.s.)	1
2 Plates " lugs angles at bhd. 76 (1.p.s., 1 s.s.)	2
1 Plate " " " " " 62 on p.s.)	1
2 Plates " " " " " 56 (1 p.s. 1 s.s.)	2
1 Plate " " " and face bar at bhd.83 on s.s.)	1
1 Plate " " " at bhd. 83 on p.s.)	1

875 Defective rivets renewed in summer tank trunk bulkhead on p.s.

770 Defective rivets renewed in summer tank trunk bulkhead on s.s.

3 Upper deck transverse including all lug angles and face bars

renewed as follows: -

2 in way of cargo oil tank No.1 at frame 80 (1p.s., 1s.s.)	2
1 in way of cargo oil tank No.1 at frame 81 on s.s.)	1
1 Summer tank deck transverse face bar renewed (frame 55)	

in main tank 10 on s.s.) 1

67 Horizontal stiffeners (32 on p.s. and 35 on s.s.) of shell
 web frames renewed in way of cargo oil tank Nos.2,5,8, and 10 at frame 54, 55, 60, 61
 68, 69, 77 and 78.

17 Horizontal stiffeners of centre line bulkhead webs renewed
 in way of cargo oil tanks Nos.8 and 10 at frames 54, 55, 60 & 61 on p.s.

7 Vertical web plates of transverse bulkhead cropped and bottom
 part renewed (3-4 stiffeners) butts E.W. as follows: -

Web 1,2, and 3 off centre line both sides in way of tank 2 at
 frame 79.

Web 3 off centre line on s.s. (3 stiffeners) in way of tank 2 at
 frame 76.

A number of horizontal stiffeners of vertical bulkhead webs renewed
 both sides at frame 53, 56, 59, 62, 67, 76 and 79.

Chain locker: Side wall plating and fwd. and aft bulkhead plating renewed incl.
 boundary angles. Centre line bulkhead plating and s stiffeners partly renewed.
 by E.W.

Engine Room: 1 Doubling fitted on deck in way of engine store space/ 1 Side
 stringer plate on p.s. (frame 41-48) renewed.

3 Doubling plates fitted (1.p.s., 1 s.s. 1 amidships) after
 engine store bulkhead in peak store space by E.W.

Continued/

Rpt. No. 8a

Port of Bremen

Continuation of Report No. 711 dated 3rd September, 53 on the

SS "ESSO BELFAST"

Vegetable Room: 2 Deck plates cropped and partly renewed, butts E.W. and bulkhead coaming renewed, seams and butts E.W. (plating hose tested).

Fiddley top and Engine Casing: -

3 Doubling plates fitted (1. p.s., 2 s.s.) on fiddley top. 1 Doubler fitted on engine casing, top plate fwd. on s.s., all fitted by E.W.

Hatchways: - 15 Hatch coamings completely renewed for the following hatchways: -

Port main tanks Nos.1, 2, 6, 7, 8, 9, 10 and 11 (8) -

Stbd. main tanks Nos.1, 2, 6, 8, 9, 10 and 11 (7) -

7 Hatch lids completely renewed for the following hatchways:

Port main tanks Nos.6, 9 and 10 and stbd. Nos.6, 8, 9 and 10 (7) -

8 Stiffeners renewed on summer tank hatch lids as follows: -

2 Lids of port summer tanks Nos.4 and 5 (4 stiffeners) ✓

2 Lids of stbd. summer tanks Nos.4 and 5 (4 stiffeners) ✓

2 Hatch lids for port and stbd. fuel oil bunker completely renewed. ✓

2 Hatch lids for p. and stbd. main after cofferdam completely renewed. ✓

Bilge keel: - S.s. Flat plate renewed, T-bar faired, partly flange cut off and flat bar fitted by E.W.

P,s. flat plate partly renewed, partly faired in place, T-bar faired in place.

Defective rivets: -

About 2000 defective rivets in shell plating, deck plating, bulkheads and boundary bars renewed.

Boat deck amidships: -

50 Running feet pine wood deck planking 5" x 2 1/2" renewed and deck (200 running feet) recaulked and re-payed.

Navigation Bridge: -

50 Running feet pine wood deck planking 5" x 2 1/2" renewed and deck (250 running feet) recaulked and re-payed.

Fore and aft Gangway:

Port face angle (180 running feet) renewed, beams, cross bracings and frames incl. brackets renewed or repaired as necessary and clips made good.

Masts and standing Rigging: -

All shrouds, stays and top stays for both masts renewed, bottle screws overhauled and made workable, shackles and bolts renewed as recommended. Samson post stays and funnel stays overhauled, partly renewed and made good.

Miscellaneous: -

2 Ventilator coamings renewed, 4 air and 2 sounding pipes cropped and partly renewed. Closing appliances of all vents and air pipes overhauled and brought in order.

12 Sanitary discharge and scupper valves opened out and overhauled.

Side scuttles repaired, broken glasses renewed and dead lights and packings made good.

3 Entrance doors repaired as recommended.

Main cargo pipe line, stripping line including bulkhead pieces and heating coils partly renewed, valves and gear overhauled and tested.

Minor deck repairs effected (ladders, rails, accommodation).

Continued

SS "ESSO BELFAST"

SRL: The item: "Stern frame (E.W. 5.50) to be specially examined" may be deleted in the SRL as the welding has been specially examined and found unaltered good so that in my opinion this can be recommended to the Committee to be considered permanent now. The item "bottom plates (pitted) in cargo tanks 1, 2, 3, 4, 8, 9, 10 and 11 (p.&s.) to be dealt with as necessary by completion ss" may be deleted as all these pitted bottom plates have been renewed this time, see wear and tear repairs above. The item "bottom shell plates D5 and E5 (p.s.) and D7 and C13 on s.s. (not E13, see London telegram of 17.8.53) to be renewed by completion of ss" may be deleted as these four plates have been renewed this time, see above Note under Wear and Tear Repairs. The item "ss partly held" may be deleted as the special survey now has been completed.

A. J. Brown

