









1933 March 1933

1931

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"ESSO PURPLEET"

1 Length fire pipe line with hydrant renewed.

1 Doubling fitted on centre castle bulkhead fwd. in way of pipe line amidships (cracked).

All 4 life boats taken ashore and repaired as recommended (bottom, floors, frames, air tanks).

1 Electric anchor lamp supplied.

1 Electric anchor lamp repaired and examined.

Upon request of the Owners' Representative an examination of the Life Saving Appliances and Light

Sound Signals on board of this vessel was held and certificates issued. Copies attached.

- Wear and Tear Repairs now effected:

SRL: The items in the SRL "Windlass control valve chest to be renewed by 12.52 (3 mos. limit) may be deleted

see "Wear and Tear Repairs" above.

The items "Indented shell plating etc. (s.s.f.) to be dealt with next dry-docking. Repairs to stem plating at next dry-docking" may be deleted as also now effected, see above "Damage Repairs".

Fractured shell plate in F. strake No. 12 on p.s. cropped down to existing seam of

strake and a new piece of plate inserted by E.W. (see damage repairs above). Flanged bilge brackets

connecting bottom transverse and shell side webs in wing tanks both sides rounded at top (about 6' radius) to avoid the corners and fitted with a flat face bar 6" x 5/8" by E.W. lapped 6" over flange on both ends

and brackets fitted 12" x 12" x 1/2" in the corners between bottom transverse and longitudinal bulkheads

webs in wing tanks on both sides. Local corrosion in several places on flat of bottom have been built up by electric welding. All the work has been made as recommended to my satisfaction.

- COMPLETION OF SPECIAL SURVEY:

- Now done for Special Survey:

Vessel placed in dry-dock, bottom and rudder (lifted), cleaned, examined and recoated.

Anchors and chain cables ranged and examined. The dry cargo space, peak space, machinery space, main

and fwd. pump room cleared, ceiling removed as required. All cargo oil tanks, deep tanks, remaining

double bottom tanks, fore peak tank and oil fuel bunkers have been examined internally and tested. Steel work examined throughout, sealed and coated as necessary. Shell plating drilled and gauged as necessary.

Shell plating in way of side lights examined. Pipes sections removed in cargo tanks and bottom and

bulkhead plating examined in way. Decks, drilled and gauged as necessary, masts and rigging, hatch coamings,

covers and closing appliances, ventilator coamings and covers, steering gear and auxiliary gear, windlass

hand pumps, air and sounding pipes and striking plates examined and all found or placed in good order.

Freeboard renewal survey carried out and recorded verified.

- Wear and Tear Repairs now effected:

Rudder gudgeons renewed, rubber guard plate for top pintle renewed. Doubling fwd.

rudder body renewed, leakages made tight by E.W. Port inspection plate renewed. Corrosions on stern

frame in way of top gudgeon smoothed and built up by E.W. All hatch coamings, covers and closing

appliances overhauled and repaired as necessary. Standing rigging overhauled, bottle screws, shackles

made workable, 6 stays and 6 shackles renewed. 10 Storm valves opened out and brought in order. 4 side lights

repaired and 6 broken glasses renewed. Fore and aft gangway repaired by renewal of 4 beams and 2 frames and

8 brackets and pipe clips repaired as necessary.

Windlass opened out and control valve chest renewed, and cranes repaired.

Steering gear overhauled, repaired as recommended and put in good working condition.

Shackles of chain cables opened out for an examination and refitted. 4 funnel stays

renewed. 1 Doubling plate fitted on tank top starboard aft.

Strainers, suction pipes, air and sounding pipes and closing appliances repaired

as necessary.

A door for compartmentways and pump rooms repaired.

Ladders and rails repaired as necessary.

