

"ESSO PURFLEET"

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Shell plating, faired in place (slightly buckled), keel F.K.10, 12 and 14,
 " " " " " " " " p.s. A10, 11, 13, 14; C4, 4A, 6, 9, 13;
 D8, 12; E6; F5; G12, 14; H12; J2, 13, 14; K2
 Shell plating, faired in place (slightly buckled), s.s. A10, 11, 13, 14; H11, 12; D5, 6, 7;
 E11, H13.
 Stem (buckled), upper part cropped and removed, faired and refitted, butt E.W.
 Port bilge keel, (30 ft. buckled) faired in place.
 2 Breast hooks renewed, 1 breast hook removed, faired and refitted.
 2 Stem stays renewed and stem flat bulb bar upper part cropped and renewed, butt E.W.
 Internal structural parts; Transverse bulkhead p.s. cargo wing tank 8/9 (buckled) cropped
 and partly renewed, butts E.W. 5 Longitudinals in way (tank 8) and 2 longit. in way (tank 9) cropped
 and partly renewed includ. brackets, butts E.W. Crack arrester in way removed, faired and refitted,
 butts E.W.
 1 Transverse (69) in port wing tank (No.2) on p.s. cropped and partly renewed, butt E.W.
 (buckled).
 1 Crack arrester on s.s. in way of F9/10 removed, faired and refitted in way of wing tank
 No.5.

1 Longitudinal cropped and partly renewed on starboard fwd. in way of M4 (buckled and
 fractured).
 1 Transverse cropped and partly renewed in fore peak tank on s.s., butts E.W., (buckled and
 fractured).
 Peak deck plate on starboard side cropped and partly renewed, butts E.W. (buckled).

2. HULL STRENGTHENING:

The ship has been placed in dry-dock, bottom and rudder cleaned and examined. All cargo
 oil tanks have been cleaned and examined, scaled where necessary and all steelwork examined thoroughly

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.				
	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 Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stain-ory.	Breaking.	Supplied	Per Rule	Length	Diam.				
	Fathoms	Inch.	Tons	Tons	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.				

in accordance with Circular letter concerning T2-tankers, Bottom longitudinals and deck longitudinals
 measured and found a general deterioration of the order from about 13 to 15%. Shell plating, deck
 plating and bulkhead plating has been drill tested and reported (Bremen letter dated 21.1.53), and
 all strengthenings at bottom and deck made to my satisfaction in accordance with the approved plan

Norddeutscher Lloyd 3 T2 - 407. (PLAN ATTACHED HEREWITH)
 Found on Examination: -
 a) Centre girder fractured in Nos.3, 4, 5, 6, 7, 8 and 9 centre tanks forward and slightly
 buckled and in Nos.5 and 9 centre tanks also at after end.
 b) 10 Longitudinals fractured in centre tanks Nos.3, 4, 5, 6, 7 and 4 longitudinals fractured

Continued/.....

in wing tanks at the ends of brackets.
 c) A number of shell web frames in nearly all wing tanks in way of connections to bottom
 transverses slightly buckled and fractured.
 d) A fracture 8" in shell plate F12 on port side in way of transverse web frame in wing
 tank 7.

Wear and Tear Repairs now effected: -

Girder plates and webs cropped and partly renewed where buckled and fractured (butts
 E.W.). Fractures in bottom longitudinals, transverses and webs welded and strapped. Fractures in
 bulkhead plating veed out, welded and fitted with doublers by E.W. Fractures in transverse knees
 at longitudinal bulkheads cut back and fitted at ends with T bars by E.W.
 Fractured shell plate in F strake No.12 on p.s. cropped down to existing seam of
 E strake and a new piece of plate inserted by E.W. (see damage repairs above). Flanged bilge brackets
 connecting bottom transverses 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 15" x 15" x 1/2" in the corners between bottom transverses and longitudinal bulkhead
 webs in wing tanks on both sides. Local corrossions 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.

3. 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 spaces, 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, scaled and coated as necessary. Shell plating drilled and gauged as necessary.
 Shell plating in way of side lights examined. Pipes suction 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 freeboard verified.

Wear and Tear Repairs now effected: -

Rudder gudgeons rebushed, rudder guard plate for top pintle renewed. Doubling fwd.
 rudder body renewed, leakages made tight by E.W. Port inspection plate renewed. Corrossions 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.

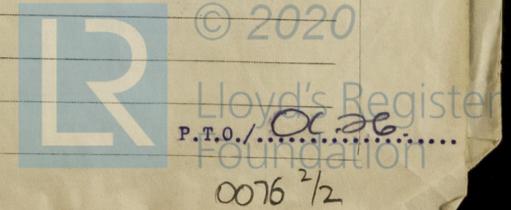
Windlass opened out and control valve chest renewed, and brakes repaired.
 Steering gear overhauled, repaired as recommended and put in good working condition.
 Shackles of chain cables opened out for an examination and refitted. 4 Funnel stays
 renewed. 1 Doubling plate fitted on tank top starboard aft.

Strainers, suction pipes, air and sounding pipes and closing appliances repaired
 as necessary.

4 Doors for companionways and pump rooms repaired.
 Ladders and rails repaired as necessary.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



1951 March, 1951

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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 pipe 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 bulkhead

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.

3. COMPLETION OF SPECIAL SURVEY:

- Now done for Special Survey:

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

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

and two 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

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

Foreboard renewal survey carried out and recorded verified.

- Wear and Tear Repairs now effected:

Rubber gudgeons renewed, rubber guard plate for top pintle renewed. Looding 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 gears 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 doors for compartments and pump rooms repaired.

Ladders and rails repaired as necessary.



P.T.O.A.