

T.2 Type Tanker.

by Chief Ship Surveyor

Received from Chief Ship Surveyor

EL'S NAME

"ESSO PURFLEET"  
(ex Ridgefield)

REPORT

Mdb.

No. 18411

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

This tanker was built in 1944 and classed with the American Bureau of Shipping.

Notations of 100A1 "Carrying Petroleum in bulk" (Classification contemplated) and "Examined 2.47" are assigned.

Plans for this type of vessel have been examined in this Office and the scantlings and arrangements found suitable for the class 100A- "Carrying Petroleum in bulk".

The MIDDLESBROUGH Surveyors report the vessel placed in dry dock, a GENERAL EXAMINATION held, a SPECIAL SURVEY for CLASSIFICATION commenced, and a First Entry Report partly completed.

TO COMPLETE SPECIAL SURVEY:

First Entry Report to be completed in accordance with Circular 1871.

All centre cargo tanks, double-bottom tanks and fresh-water tanks to be examined internally.

Nos. 2,4,6 & 8 wing cargo tanks (p & s), Nos. 3,5 & 7 centre cargo tanks, oil fuel bunkers, peaks, double bottom tanks, deep tank, cofferdams and fresh-water tanks to be tested. Masts and rigging to be examined.

Hard spots i.e. connections of longitudinal bulkheads to transverse bulkheads and transverse bulkhead webs in centre tanks to be specially examined and dealt with as found necessary.

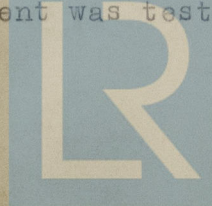
Repairs (E.W) effected to a number of fractures in bulkheads, webs, transverses etc. and temporary reinforcements fitted to buckled transverse bulkhead webs in centre tanks. (See sketch and drawings).

Fractured bilge shell butt in No. 4 tank (p.s) now re-welded.

The Surveyors state that the deck, bottom and side shell have been previously cut and strapped.

The vessel has now on board 3 bower anchors, 1 stream anchor and 70 fathoms of chain cable, which is 60 fathoms below Rule requirements.

No identification marks could be found on either anchors or cables, but from copies of the certificates on board and the American Bureau Register Book it appears that the equipment was tested by that Society.



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"ESSO PURFLEET"

It is submitted the equipment could be accepted for the assignment of the figure '1' "Subject to 60 fathoms of chain cable being supplied at the first opportunity"; the notation of 'Lloyd's A & CP' being omitted.

It is further submitted the vessel is eligible to have her temporary class continued, with record of docking survey 12.47, subject to 60 fathoms of chain cable being supplied at the first opportunity and to have notation of "Examined 12.47", valid for 12 months.

12.47 Mdb. subject  
"Examined 12.47"

S.S. PART HELD

Insert in R.B:

2<sup>5</sup>/<sub>16</sub>" "g†" in red

NOTE: This tanker has been cut and strapped.

It is also submitted the Surveyors be informed that as the anchors and cables were originally tested by the American Bureau of Shipping they can be accepted for the assignment of the figure '1'. X

It is concluded the equipment of Ropes on board is in accordance with Rule requirements, but they should state if this is so. X

FOR C.S.S. TO NOTE



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