

# REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report 12th Jan. 1948. When handed in at Local Office 14th Jan. 1948. Port of MIDDLESBROUGH.

Survey held at MIDDLESBROUGH. Date, First Survey 27th Nov. Last Survey 19th Dec. 1947.

on the Wood, Iron or Steel Turbo electric "ESSO PURFLEET" Tanker.

NAME: 10,712 GRT. 9489 GRT. 6301 GRT.  
Built at Chester, Pa. By whom Sun S.B. and Dry Dock Co. When 1944.  
Owners Anglo American Oil Co. Ltd. Owners' Address -  
Managers Esso Transportation Co. Ltd. Port belonging to London.

Used Afloat or in Dry Dock? Both Name of Dock Smiths Dock

BorDBa feet; uE&B feet; f feet  
Capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.  
All alterations in the existing records should be underlined.

Report, No. Port

at Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) to be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be arised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars to be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters ting this case.

ge cases where the Surveyor has not made a special damage report he is required to state whether he ed his services for this purpose and to whom and why they were declined

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

RS, OR EXAMINATION AS PER RULE, FOR Commencement of Special Survey for Classification, General nation and Renewal of Load Line Certificate.

ons:- Vessel placed in dry dock, bottom, and rudder cleaned examined and recoated.  
otion plate removed from rudder pintle, pintle examined and found in order. Cables ranged  
with anchors examined, chain locker cleaned, examined and recoated.  
peak, forward stores, dry cargo space forward, after peak and after 'tween deck spaces,  
nery spaces, pump rooms, deep cofferdams, and all main cargo tanks examined. Decks, casings,  
ngs, hatches, and means of closing, ventilators, fore and aft gangway, steering gear, air  
, windlass and general equipment examined and found in order.  
p & s. Nos. 3, 5, 7 and 9 wing tanks/and Nos. 2, 4, 6, 8 and 9 centre cargo tanks, filled, tested,  
red as necessary (see later) and the same tanks refilled and retested on completion of repairs

OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
ewed								
oved and Faired or Repaired								
red or Repaired in place								

CONDITION OF THE	Bulkheads	Ceiling	Cement or Asphalt	Rudder	Steering gear and its connections	Windlass	Have pumps been examined and found efficient?	Have Stucco Valves been examined and found efficient?	Have Watertight Doors been examined and found efficient?	Have Ventilators and their Coamings been examined and found efficient?	Air and Sounding Pipes	Doubling Plates under Sounding Pipes	Engine Room Skylights	Coal Bunkers, Openings, Covers, &c.	Oil Bunkers	Scuppers	Cargo Hatchways	Hatches	Planking	Caulking	Treenails	Breasthooks & Stemson	Transoms, Pointers & Crutches	Timbers of Frame at openings	Stringers, Clamps & Shelves	Salting	Copper, or I.M.	When fitted, Month	Boats	Masts, Yards, &c.	Condition, how ascertained	Equipment letter	Anchors, No. of	Cables (State if now ranged)	length	mean diamr.	Rule length	Chain Locker	Hawsers & Warps	Standing and Running Rigging	Sails
Good	efficient	-	in peaks	good	good	good	No	-	Yes	Yes	good	-	good	good	-	good	good	Steel	-	-	-	-	-	-	-	-	-	-	good	good	from deck	-	3 B 1 S	Yes	270 fms	2.5/16"	-	good	sufficient	efficient	-

ral 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 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."

the vessel, so far as now seen, is in an efficient condition and eligible in our opinion to  
main as in the Register Book with notation "Examined 12.47" (for 12 months) and to be classed  
Al. Carrying Petroleum in Bulk and notation S.S. (with date and place) when the Classification  
vey now commenced is satisfactorily completed.

(per Section 20)	£ 29 0 0	Fees applied for,	15 11 10
REAL EXAMINATION.		Received by me,	10
Age or Repair Fee (if any)	£		
Expenses (if chargeable)	£		
Surveyor's Fee (if any)	£		

itted's Minute 19 MAR 1948

cter Assigned 12.47 Moll. subject  
Examined 12.47  
5(C.L) 12.47 B.S. 12.47 (485 lb)

Surveyor to Lloyd's Register of Shipping

CERTIFICATE WRITTEN (dated 23-8-48)

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

003434-003443-0113 1/4



at. 9a.

rt of MIDDLESBROUGH

Continuation of Report No. 18411 dated 13th January, 1948. on the

"ESSO PURFLEET". (Hull).

to bulkheads etc.. By means of the above testing, the boundary bulkheads of all main cargo tanks were seen under pressure at this time.

The possible "hard spots" such as sheerstrake, breaks of bridge, poop and forecastle, and ends of bilge keel have been specially examined and no signs of any straining or weakness noted.

Freeboard verified.

Repairs now done:- Main Cargo Tanks.

As a result of testing the main cargo tanks the following fractures were found in the main transverse bulkheads, at the toe of the tripping brackets from the webs or longitudinal bulkhead and transverse bulkhead corner brackets.

No.1 tank starboard bulkhead - 1 fracture.

No.2 " " " - 4 "

No.3 " " " - 5 "

No.4 " " " - 4 "

No.5 " " " - 6 "

No.7 " " " - 5 "

No.8 " " " - 1 "

The positions of these fractures are shown on the accompanying sketches.

These fractures have now been dealt with by cutting out and rewelding and by fitting a T bar connection to the bulkhead extending about 12" past the toe of the bracket and shipped.

Opportunity was also taken to deal with a large number of similar cases where fractures had not occurred by fitting tee bar connections.

Fractures of the welding of the lower longitudinal bulkhead corrugations to the thwartship flange of the heavy T bar at the junction of the transverse and longitudinal bulkheads were found near the bottom of the following tanks:-

Nos.5,6,7, and 8.

These have now been cut out and rewelded, and, in the case of No.5 tank port side forward where the fracture was in the root of the T - bar, additional tripping brackets have been fitted. The positions of these fractures are shown on the accompanying sketches.

Most of the transverse bulkhead web plates in the centre tanks were found to be buckled or waved between the tripping brackets and web stiffening flats. In most cases this was slight but was generally more severe on the centre line webs from Nos.5 to 9 tanks which have been temporarily reinforced at this time as per enclosed sketches. This buckling was found to be greatest on the centre webs of Nos.5 and 6 tanks the face plates of these two webs being set over to port about 1 1/2" to 2" at the lower part i.e. just above the bracket to centre girder.

In Nos.5, 6 and 8 tanks, small plate fractures in way of the snipe of the corner of the web bottom bracket to the centre girder have now been cut out and rewelded and in Nos.3 and 6 tanks doublings fitted. Also on No.8 tank centre web the web plate was found to be fractured over a length of about 36" just clear of the fillet weld to transverse bulkhead as shown on the sketch. Web plate now cropped out in way of fracture, a new plate set in, and welded and web reinforced in way as per sketch.

continued.



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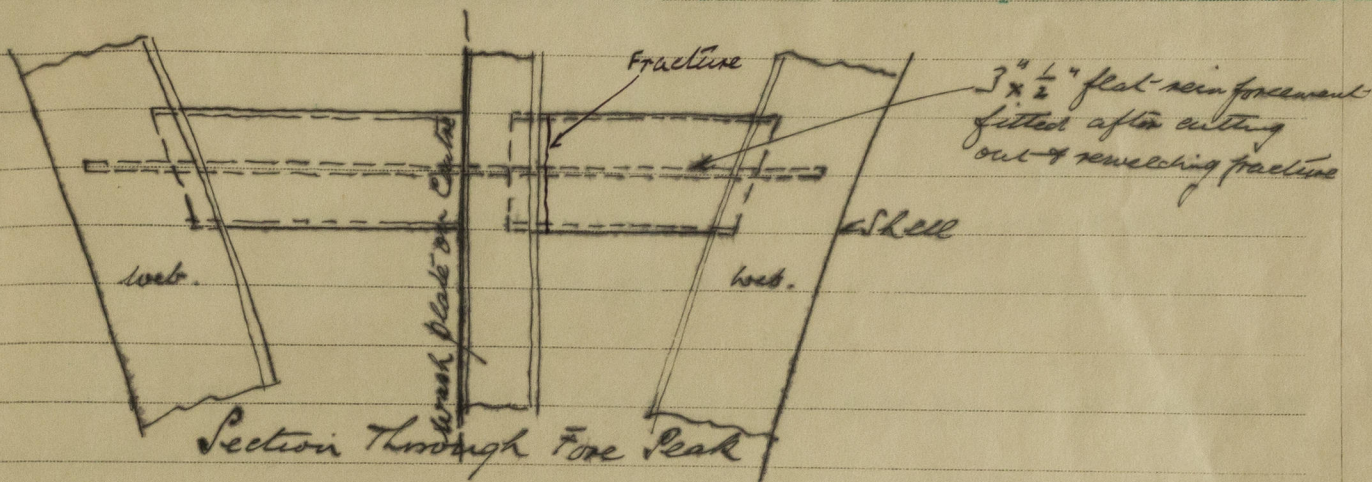


"ESSO PURFLEET". (Hull).

Shell plating:- One bilge shell butt in No.4 tank port side which was slightly fractured has now been cut out and rewelded for a distance of about 2'0".

From the log books, it was noted that 2 small longitudinal fractures had been previously welded in way of the after end of No.5 tank starboard on bottom shell. These were located, examined and found to remain efficient.

Fore Peak:- Starboard flanged plate cross tie from centre wash plate to deep side web fractured. Fracture cut out, rewelded and a 3" x .50" flat fitted p & s as reinforcement.



Equipment. Anchors and cables examined and found to be efficient.

No identification marks could be found on either anchors or cables. Copies of the certificates on board are herewith enclosed. Particulars of equipment taken from certificates.

3 barrel anchors	collective wt	306 cwt	Rule.	271 cwt
1 stream "		2 38 1/2 cwt	Rule	28 ex stock
Cable.	270 fathoms of 2 7/16 High tensile		Rule	330 fathoms
				1 2 7/16 High Tensile

Special Survey for Classification.

The following items could be recommended as counting towards the Special Survey for Classification:-

NOTE - Barrel anchors.  
nearly 3 grades up.

Examination of shell, rudder and sternframe in dry dock.

Internal examination of wing cargo tanks p & s, No.1 cargo tanks p & s, and fore and after peaks, deep cofferdams at ends of oil cargo tanks.

Examination of machinery spaces, pump rooms, dry cargo space forward, upper peaks and 'tween deck spaces, chain locker, decks, casings, hatch coamings and covers, air and sounding pipes, ventilator coamings and covers, watertight door, windlass, steering gear, anchors, cables, (markings not verified) and general equipment.

Testing of Nos.1 p & s, Nos.3,5,7 and 9 wing and Nos.2,4,6, 8 and 9 centre cargo tanks.

To Complete Survey:-

Internal examination of all centre main cargo tanks, and double bottom & 'tween deck tanks, not carrying oil fuel.

Anchors and cables to be verified with certificates and considered. Masts, spars and rigging to examine. The following tanks to be tested:-

Nos.2, 4, 6 and 8 wing cargo tanks p & s. Nos.3,5, & 7 centre main cargo tanks, oil fuel bunkers, peaks, double bottom tanks, fresh water tanks?, fore deep tank, and cofferdams. Transverse bulkhead webs in centre tanks and connections at the junction of the transverse and longitudinal bulkheads to be specially examined and dealt with as found necessary. (See Secretary's letter 7th January, 1948)

First Entry (Report 1) to be completed as per Circular 1871.

First Entry:-

It was not possible at this time to check all scantlings in detail, but the scantlings and arrangements where exposed in the places examined for Special Survey were found to be efficient.

continued.



9a.

of MIDDLESBROUGH.

Continuation of Report No. 18411 dated 13th January, 1948. on the

"ESSO PURFLEET" (Hull).

First Entry (continued).

be generally in accordance with the plans received with the Secretary's letter 8.12.47.  
No plans being available on the ship.

The following alterations and additions were noted.

(1) The bottom plating, side shell and deck plating has been cut fore and aft for the extent of the oil cargo tanks and riveted straps fitted.

The positions and details of these straps are shown in red on the midship section returned herewith.

(2) Heavy joists (not shown on midship section though shown on plan of trans. bulkhead) have been fitted running fore and aft, one in each wing tank and 2 in each centre tank just below the lower edge of the deck transverses, and connected to each bulkhead and transverse. The position and detail of these are as shown in red on the midship section.

(3) Lightening holes, 12" dia, not shown on the plans have been cut in the transverse Bulkhead centre vertical webs.

A.P.P.

