

REPORT of SURVEY for REPAIRS, &c.

28 AUG 1949

Date of writing Report

22 JUL 1949

When handed in at Local Office

Port of

NEWCASTLE-ON-TYNE

35726

IN D.O.

Reg. Book

Survey held at

Wellingborough

Date, First Survey

26/4/49

Last Survey

22/6/49

19

on the Wood, Gunter Steel

Esso Birmingham

TONNAGE:-

Built at

Chuter & Co.

By whom

Sun 28. Dry Dock

When

1948

YEAR

GROSS

10787

Owners

Esso Birmingham Oil Co Ltd

Owners' Address

(if not already recorded in Appendix to Register Book)

UNDER DEK

9501

Managers

Esso Transportation Co Ltd

Port belonging to

London

NET

6324

Surveyed Afloat or in Dry Dock?

Both

Name of Dock

Richardson & Co

Destined Voyage

WB=CellDBorDBa

feet; uE&B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

feet

tons

N.B.—All alterations in the existing records should be underlined.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER:
* For Special Survey,
Date of last Survey and of
Periodical Surveys.Year
Assigned
now
expiredMachinery and Boiler
Surveys
(including date of N.B., in any)

100A1. 7.4.8

B5 7.4.8

(Classification

CL 7.4.8

Contemplated).

Examined 7.4.8

Fitted for O.R.

Carrying Petroleum in Bulk.

Electric welded.

WB

Society's Freeboard (if assigned) as

painted on Ship and now verified

9 ft. 2 1/2 ins.

Last Report, No. 128562. Port Liv.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be done. 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) should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be stated in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters sent in this case.

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

Not Required

Was a damage report made by anyone else? If so, by whom? Underwriter Surveyor

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage and Completion of Special Survey for
Contemplated Classification.

Damage stated caused by striking quay wall at Eastham locks on 9th March 1949.
See also Liverpool Rpt No 128562.

Work Done for Damage - situated at stem in way of lower peak.

Vessel placed in drydock. Bottom and rudder cleared, examined and coated.

Repairs:- Bow stem bar and stem plate in way of lower peak, released, fanned
in place and re-welded.

Peak tank tested on completion of repairs & proved satisfactory.

P.T.O.

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

CONDITION OF THE

Decks	Good	State if Tanks have been examined inside	Good	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels (State if on felt.) When put on, Month	Year
Stowage	Good	State if Tanks now tested	Good	Dbng. Plates under Sounding Pipes	Good	Boats	Good
Stowage	Good	Bulkheads	Good	Engine Room Skylights	Good	Masts, Yards, &c.	Good
Stowage	Good	Ceiling	Good	Coal Bunkers, Open'gs, Lids, &c.	Good	Condition, how ascertained	Good
Stowage	Good	Cement or Asphalt (State which.)	Good	Oil Bunkers	Good	(State if wedges removed)	Good
Stowage	Good	Rudder	Good	Scuppers	Good	Series	Good
Stowage	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Equipment letter	Good
Stowage	Good	Windlass	Good	Hatches	Good	Anchors, No. of	Good
Stowage	Good	Have pumps now been examined and found efficient?	Good	Planking of Wood Vessels	Good	Chain Locker	Good
Stowage	Good	Have Sluice Valves now been examined and found efficient?	Good	Caulking ditto	Good	Cables (State if now ranged)	Good
Stowage	Good	Have Watertight Doors now been examined and found efficient?	Good	Treenails ditto	Good	length, stated 315 ft.	Good
Stowage	Good	Have Ventilators and their Coamings been examined and found efficient?	Good	Breasthooks & Stemson ditto	Good	(on board)	Good
Stowage	Good		Good	Transoms Pointers, & Crutches ditto	Good	Rule length	Good
Stowage	Good		Good	Timbers of Frame at openings ditto	Good	size	Good
Stowage	Good		Good	Ditto Ditto at other places ditto	Good	Hawser & Warps	Good
Stowage	Good		Good	Stringers, Clamps & Shells ditto	Good	Standing and Running Rigging	Good
Stowage	Good		Good	Salting ditto	Good		Good
Stowage	Good		Good	(State if examined.)	Good		Good

General 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 this survey, thus, for example:- "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of Survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of "No. 1-24.

This vessel is eligible in my opinion to be classed 100A1. with notation of 5.3.7.4.4.9
with date of drydocking 6.4.49.

Permanent repairs to buckled fuel & A stroke plating port side at Ower's consequences)
(15 fms cable to supply)

Fee (per Section 20)

Fees applied for,

Special Damage or Repair Fee (if any)

5 5 0

18

Travelling Expenses (if chargeable)

5 5 0

19

Second Surveyor's Fee (if any)

5 5 0

19

Committee's Minute

Character Assigned

Write Nwc

Assign full class: 100A1 subject (re-endorsement)

Carrying Petroleum in bulk

Fitted for oil fuel F.P. above 150°F

Classed 6.4.49 Nwc

S.S. Nwc - 6.4.49

L.M.C. 6.4.49

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register
Foundation

Esso Bunkerage - contd.No 4 Centre tank contd.

Starboard side long. bhd - fore & aft ends - fractured in way of lower corrugation
 used out and welded.

Port side long. bhd - aft end - fractured in way of lower corrugation
 used out and welded.

No 4 Starboard tank

Fore bhd - fractured in way No 2 web bht - used out and welded.

T bar fitted to web bht.

fractured in way of inboard tripping bhts Nos 2 & 3, used out &
 welded. T bar fitted to tripping bhts.

No 3 Centre tank.

Fore bhd - fractured in way of Nos 1 & 2 bhts on port & centre webs - used out
 and welded - welded doubling plates fitted in way.

fractured in way of Nos 2 & 3 port & starboard tripping bhts - used out
 and welded. T bar fitted to tripping bhts.

Port side long. bhd - aft end - fractured in way of 3rd corrugation - used out & welded.

No 2 Centre tank

Fore bhd - fractured in way of Nos 1 & 2 port side & No 1 starboard side tripping bhts
 used out & welded. T bars fitted to tripping bhts.

No 2 Starboard tank & No 2 Port tank.

Fore bhd - fractured in way Nos 3 & 4 inboard tripping bhts - used out & welded
 T bar fitted to tripping bhts.

Centre main cargo tank bhd webs examined and due to excessive buckling
 of plate 18" C.A. stiffeners have been fitted and lightening holes blanked off
 as follows.

No 9 centre tank - fore bhd - centre web

No 8 " " " " " " " "

No 6 " " " " " " " "

No 4 " " " " " " " "

No 3 " " " " " " " "

No 2 " " " " " " " "

Cargo tanks water tested
 on completion of repairs
 and proved satisfactory.

The Owners Representative stated that his Company had adopted
 the following arrangement on their vessels which has, it was stated,
 proved satisfactory in service;

The brackets on each web have been cut clear of the bulkheads in such
 a manner as to form a flat bar stiffener on each web about 5" in depth.

The original flat bar stiffeners on the webs have been cut clear of the bhd.

At a point approx 20'-7 1/2" above the base, a 6" x 6" x 5" tripping angle has been
 fitted horizontally across and attached to the face of the webs and terminated
 on the longitudinal bulkhead in line with the main transverse.

A plan of this arrangement, stated to have been approved by the
 American Bureau.

The Owners request that this method of repair be adopted in way
 of Nos 9, 6, 3 & 2 main centre tank transverse forward bulkheads - after meeting
 with Mr Edgar - Principal Surveyor - Newcastle Office - was accepted on
 the basis of its stated efficiency.

fractures

↑

C.S.S.
 please
 note

↓

5.

Evo Birmingham - contd.Special Reasons List:-

Permanent repairs have now been effected to buckled and webs and leakage in cargo tank transverse bds dealt with.

It is recommended that the item - cargo restricted to 3 grades of oil (cargo group nos 5 & 6 tanks) - be deleted from S.R. List.

The buckled keel and A strake plating port side examined and found to remain efficient with no indications of leakage.

As the above item, does not in my opinion, effect the seaworthiness of vessel, it is recommended that permanent repairs be effected at Owners' Convenience.

Permanent repairs have now been effected to set in stem and stem plating. It is recommended that this item be deleted from S.R. List.

15 fms cable remain to be supplied.

SR.

SURVEYOR TO LLOYD'S REGISTER.
NEWCASTLE-ON-TYNE.