

20 AUG 1948

No. 10862

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16th AUGUST 1948

When handed in at Local Office 19-8-48

Port of FALMOUTH

No. in
Reg. Book.

Survey held at FALMOUTH

Date, First Survey 19th MAY 1948 Last Survey 6th JULY 1948

1948

(No. of Visits SIXTEEN)

58403

on the ~~Wood~~ Iron or Steel S.S. "ESSO BIRMINGHAM"

TONNAGE :-

Built at CHESTER PA.

By whom SUN S.B. & DRY DOCK CO.

When 1943

MONTH.

GROSS 10727

Owners ANGLO AMERICAN OIL CO. LTD

Owners' Address

(If not already recorded in Appendix to Register Book).

UNDER DK. 9501

Managers ESSO TRANSPORTATION CO. LTD

Port belonging to LONDON

NET 6324

Surveyed Afloat or in Dry Dock? BOTH

Name of Dock FALMOUTH N°1 DRY DOCK

Destined Voyage

Cell D Bor D Ba feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

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

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

Last Report, No. 12145 Port L.A.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent 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 summarised 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 respecting this case.

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

Society's Freeboard (if assigned) as painted on Ship and now verified } 9 ft. 2 3/4 ins.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR GENERAL EXAMINATION, FREEBOARD RENEWAL AND ADVANCEMENT OF SPECIAL SURVEY FOR CLASSIFICATION.

W DONE GENERAL EXAMINATION. Vessel in dry dock. Bottom and rudder cleaned examined and re-coated cables ranged, anchors and cables examined, fore peak tank, after peak tank, forward deep tanks, all cargo tanks, all double bottom tanks in machinery spaces, cofferdams and chain locker examined internally. The main bunker tanks being full could not be examined at this time. fore peak tank, after peak tank forward deep tanks, N° 4, 6 and 9 centre and port and starboard wing cargo tanks forward and after cofferdams and all double bottom tanks in machinery spaces tested to rule requirements. fore peak spaces, dry cargo hold, pump rooms, engine and boiler rooms, shaft compartment, steering gear compartment, poop bridge and fore-castle spaces, decks, hatchways, covers and securing arrangements, casings, deck houses, companion-

PRIMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								P. T. O.
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

ks	GOOD	Bulkheads	GOOD	Engine Room Skylights	GOOD	Copper, or Y.M.	
lking of Decks	GOOD	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	(State if on Fell.)	
mings	GOOD	Cement or Asphalt	GOOD	Oil Bunkers	✓	When fitted, Month	Year
ms & Fastenings	GOOD	Rudder	GOOD	Scuppers	GOOD	Boats	GOOD
side Plating	GOOD	Steering gear and its connections	GOOD	Cargo Hatchways	GOOD	Masts, Yards, &c.	GOOD
" in way of sidelights	✓	Windlass	GOOD	Hatches	GOOD	Condition, how ascertained	FROM DECK
mes	GOOD	Have pumps been examined and found efficient?	✓	Planking		(State if wedges removed.)	
erse Frames	GOOD	Have Sluice Valves been examined and found efficient?	✓	Caulking		Equipment letter	
itudinals	GOOD	Have Watertight Doors been examined and found efficient?	✓	Treenails		Anchors, No. of	3 BOWER 1 STREAM
nsverses	GOOD	Have Ventilators and their Coamings been examined and found efficient?	YES: GOOD	Breasthooks & Stemson		Cables (State if now ranged)	YES
ors	GOOD	Air and Sounding Pipes	GOOD	Transoms, Pointers & Crutches		" length	300 FATH mean diam. 2 5/16
lsons	GOOD	Doubling Plates under Sounding Pipes	GOOD	Timbers of Frame at openings		" Rule length	size
ngers	GOOD			" at other places		Chain Locker	GOOD
er Bottom Plating	GOOD			Stringers, Clamps & Shelves		Hawsers & Warps	SUFFICIENT
ve the Tanks been examined internally?	YES			Saling		Standing and Running Rigging	EFFICIENT
ve the Tanks been tested?	PART					Sails	✓

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 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."

This vessel in our opinion is eligible to be continued as classification contemplated with fresh record of survey 7.48 subject to permanent repairs to indented keel and buckled A'strake (P.S.) at the first opportunity. To have the notation of EXAMINED 7.48 VALID FOR 12 MONTHS. The vessel class is also subject to Classification Survey partly held as previously recommended

Survey Fee (per Section 29) GEN. EXAMⁿ £ 29 : 0 : 0

Fees applied for,

Special Damage or Repair Fee (if any) £ : : 19-8 1948

Received by me,

Travelling Expenses (if chargeable) £ : : 19

Second Surveyor's Fee (if any) £ : : Alex. M. Jenkins

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

Lloyd's Register Foundation

CERTIFICATE WRITTEN

003534-003540-00652

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S.S. "ESSO BIRMINGHAM" (CONT'D)

- ways, skylights, fiddle openings and covers, detached superstructure and bulkheads, openings and closing appliances, ventilators, air and sounding pipes, scuppers, sanitary discharges, bulwarks, guard rails, gangways, masts and rigging from deck and general equipment examined. All found or placed in satisfactory condition.

FOUND:- Vertical webs at middle line and to port and starboard of middle line in centre cargo tanks N^{os} 5 and 7 on forward transverse bulkhead and in centre cargo tank N^o 9 on after transverse bulkhead, buckled at several places over entire length of webs. Above transverse bulkheads, fractured at welded connection of vertical web tripping brackets, as shown on attached drawings.

The Committee's recommendations as circulated to Surveyors for defects in T. 2 Tanks carried out as shown on attached drawings, by fitting 12" x 1/2" flanged plate vertical stiffeners on webs in lieu of channel bars and by fitting 7" bar welded connecting lugs on transverse bulkheads to take tripping brackets, also additional diaphragm plates as shown.

Fractures on bulkheads welded before fitting 7" bars.

Buckling of webs and leakage at ends of tripping brackets on transverse bulkheads in other centre tanks and in wing tanks of a lesser degree was also noted. Owing to shortage of labour and time available repairs as indicated above were carried out. This met with the Owner's request for carrying three grades of oil cargoes, i.e. one grade in N^{os} 2, 3 & 4 tanks, one grade in N^{os} 5 & 6 tanks and one grade in N^{os} 7, 8 & 9 tanks. Additional tripping brackets were also fitted at cruciform section at ends of longitudinal bulkheads as shown on drawings.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK		WEIGHT OF STOCK		TEST PER CERTIFICATE		WEIGHT REQUIRED BY RULE		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts. qrs. lbs.	lbs.	Cwts. qrs. lbs.	lbs.	Tons Cwts. qrs. lbs.	lbs.	Cwts. qrs. lbs.	lbs.			
12716	1st Bower	11,420	185	✓	✓	✓	✓	152288	185	✓	✓	✓
12717	2nd "	11,420	185	✓	✓	✓	✓	152288	185	✓	✓	✓
12715	3rd "	11,420	185	✓	✓	✓	✓	152288	185	✓	✓	✓
	Collective Weight							271				
7590	Stream.....	4,330	185	✓	✓	✓	✓	78193	185	✓	✓	✓
	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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	185	185	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
11903	270	2 5/16	303320	424430	✓	✓			DI-LOK STUD LINK	✓	PHILADELPHIA PA. 26-6-1944 J.F. MURRAY
24479	30	2 5/16	303320	424430	✓	✓			FORGED STEEL ELECTRIC WELD STUD LINK.	✓	PHILADELPHIA PA. 20-2-1945 J.F. MURRAY
12731	24 OFF	2 5/16	DETACHABLE LINKS.	FOR 2 5/16 DI-LOK CABLE PROOF 303320	✓	✓			BREAKING 424630	✓	PHILADELPHIA PA. 17-7-1944 J.F. MURRAY
	Iron Stream Chain or Steel Wire	✓									

Fractures in bottom transverse end bracket welding to longitudinal bulkheads in N^o 8 centre tank and N^o 7 port side wing tank cut out and re-welded.

The keel plate found buckled to port of centre line, from N^o 2 tank to stern. And a straight buckle found in A' stake of bottom plating port side extending from N^o 2 tank to forward end of engine room, as shown on attached drawing. The knowledge of grounding damage could be ascertained on board other than a copy of a letter found in the Chief Officer's cabin and signed by the American Chief Officer as follows.

February 12th 1946 (Port not stated) Vessel preparing to leave port Draft forward 19' 0" aft 21' 0" Tugs tried to pull vessel out in stream, vessel fast, soundings on dock side of

SEE CONTINUATION.

Rpt. 9a.

Port of FALMOUTH.

Continuation of Report No. 10862 dated 18th AUGUST 1948.

on the

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S.S. "ESSO BIRMINGHAM"

vessel show 19' 0" and 20' 0" throughout signed ROBERT N. MAULEAIR MATE. The repairs are considered necessary at this time. It is recommended permanent repairs to indented keel and buckled A' stake (P.S.) be made at the first opportunity.

FREEBOARD RENAISSANCE SURVEY:- Completed freeboard marks verified and new certificates issued. Reports C.11(c) and C.12(c) completed.

ADVANCEMENT OF SPECIAL SURVEY FOR CLASSIFICATION. NOW DONE:- Fore and after peak tanks, forward deep tanks, and all double bottom tanks examined internally and found in good condition. The scantlings found to correspond with copies of approved plans sent to the Falmouth Office. Fore peak tank, after peak tank, forward deep tanks, all double bottom tanks, cofferdams, and N^{os} 4, 6, & 9 centre and wing cargo tanks tested to rule requirements and found tight. The chain locker, structure under engines and boilers examined and found satisfactory. The equipment of anchors and cables verified with certificates of tests.

TO COMPLETE THE SPECIAL SURVEY FOR CLASSIFICATION. The following remains to be done:-

Internal examination and testing of oil fuel bunkers, and the testing of N^o 1 port and starboard cargo tanks, & N^{os} 2, 3, 5, 7 and 8 centre and wing cargo tanks.

SPECIAL REASONS LIST:- Classification survey partly held, advanced at this time as above.

Alex. H. Jenkins.