

5 JAN 1949

Rpt. 8. (Received at London Office) No. 17176

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report: 20th Dec. 1948 When handed in at Local Office: 19th Dec. 1948 Port of: BRISTOL

No. in Reg. Book: 58451 Survey held at: Avonmouth Date, First Survey: 6th October 1948 Last Survey: 18th December 1948

on the: Steel screw T.2 tanker "ESSO MANCHESTER" Built at: Chester, Pa. By whom: Sun S.B. & Dry Dock Co. When: 1944

TONNAGE: GROSS 10712 UNDER DECK 9489 NET 6301 Owners: Anglo-American Oil Co. Ltd. Managers: Esso Transportation Co. Ltd. Port belonging to: London

Surveyed Afloat or in Dry Dock: Both Name of Dock: Avonmouth Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Cell/D/Bor/D/Ba: feet; uE & B: feet; f: feet total capacity: tons. FPT: tons; APT: tons; MT: feet tons. 100A1 (classification BS 12.47 Contemplated 12.47 (500lbs) Examined 12.47 TS CL 11.47

In 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. Carrying petroleum in bulk. Fitted for Oil Society's Freeboard (if assigned) as painted on Ship and now verified 2 3/4 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR: Classification and Periodical Special Survey (A). Now Done: Vessel placed in dry dock. Bottom and rudder cleaned, examined and after repairs recoated.

Clearance of rudder top and bottom pintles checked and found satisfactory. Fore and after peak spaces, accommodation spaces, fore and after pump rooms, E. & B. spaces cleared and examined. All side and centre cargo tanks, cofferdams, P.W. double bottom tanks, E.R. wing fuel tanks, fore deep tank (oil fuel) fore and after peak tanks cleaned out and examined internally. Each cargo tank, cofferdam, fore deep tank, P.W. double bottom tanks, E.R. wing bunkers tanks tested according to Rule requirements. In addition all cargo wing tanks tested to light load waterline in dry dock. All steel work scaled and coated as found necessary. Decks, casings and openings, ventilators and coamings, hatch coamings and covers, air and sounding pipes, masts and rigging, steering gear and connections, pumps, windlass, anchors and cables, cables ranged, chain

SUMMARY OF DAMAGE REPAIRS: Table with columns for Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Beams, Inner Bottom Plates, Decks, Other Items, P.T.O.

PRESENT CONDITION OF THE: Table with columns for Decks, Bulkheads, Engine Room Skylights, Copper or Y.M., Caulking of Decks, Ceiling, Coal Bunkers, Openings, Covers, &c., When fitted, Month, Year, Coamings, Cement or Asphalt, Oil Bunkers, Good, Boats, Good, Beams & Fastenings, Good, Rudder, Good, Scuppers, Good, Cargo Hatchways, Good, Masts, Yards, &c., Good, Outside Plating, Good, Steering gear and its connections, Good, Hatches, Good, Condition, how ascertained, from deck, Frames, Good, Have pumps been examined and found efficient?, Yes, Planking, Good, Equipment letter, 3B 1S, Reverse Frames, Good, Have Sluice Valves been examined and found efficient?, Yes, Caulking, Good, Anchors, No. of, 3B 1S, Longitudinals, Good, Have Watertight Doors been examined and found efficient?, Yes, Treenails, Good, Cables (State if now ranged), Yes, " length 270 mean diam. 2.5/16, Transverses, Good, Have Ventilators and their Coamings been examined and found efficient?, Yes, Breasthooks & Stemson, Good, " Rule length 330 size 2.11.16", Floors, Good, Air and Sounding Pipes, Yes, Transoms, Pointers & Crutches, Good, Chain Locker, Good, Keelsons, Good, Have the Tanks been examined internally, Yes, Stringers, Clamps & Shelves, Good, Hawers & Warps, Good, Stringers, Good, Have the Tanks been tested?, Yes, Doubling Plates under Sounding Pipes, Yes, Salting, Good, Standing and Running Rigging, Good, Sails, 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 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 is now in good and efficient condition and eligible in my opinion to be classed 100A1 with record of SS. Brs. 12.48 and notation of docking 11.48 subject to the equipment being brought up to rule requirements, also to set up bottom shell plating forward and local indent on P & G strakes (p.s.a.) being dealt with at an opportunity convenient to the Owners on each survey.

Survey Fee (per Section 29) Inclusive Fee: Special Damage or Repair Fee (if any) Travelling Expenses (if chargeable) Fees applied for: Received by me:

Second Surveyor's Fee (if any) Committee's Minute: Character Assigned: See minute on file. Lloyd's Register Foundation logo.

Vertical text on the right margin: Certificate required if so, to be sent to... 00334-00540-0076 1/2

T.2 tanker "ESSO MANCHESTER"

Repairs to Cargo Tank (Contd.)

The bottom and lower side riveted stress straps were found to be leaking slightly in way of all side tanks when tested in dry dock, although no leakage was observed with vessel afloat and tanks empty.

36 slack rivets were found and now cut out and renewed, in low side strap (s.s.) in way of bulkhead between Nos. 5 & 6 wing cargo tanks.

24 slack rivets cut out and renewed, bottom strap in way of bulkhead between Nos. 8 & 9 port wing tanks.

Remainder of riveting and caulking overhauled and made tight.

A number of cargo tank covers overhauled and all steel doors in ends of poop, bridge fore-castle overhauled.

A number of other minor repairs effected.

S.R.L.: Set up bottom shell plating specially examined and found efficient.

This defect, in my opinion, does not effect the efficiency of this vessel and repairs may safely be left to an opportunity convenient to the Owners.

A local indent was also observed on landing of F & G strakes (p.s.) no. 10 plate frame aft in way of No. 8 cargo tank. Welding in way has been examined and found satisfactory. This defect may also be dealt with at an opportunity convenient to the Owners.

W. P. Roberts

locker, deck and general equipment examined and found or placed in order. Renewal freeboard survey carried out and freeboards verified. First Entry report now completed in accordance with Circular 1871. Vessel entered drydock 12th November and undocked 23rd November, 1948. Repairs now done : Cargo tanks. The following brackets supporting transverse bulkhead webs have now been cut back and T bars fitted. No. 2 centre tank, forward bulkhead, port and starboard web, 3 brackets on each web dealt with. Nos. 4, 7, 8 & 9 port, centre and starboard tanks, forward bulkhead, 3 webs in centre tank and one in each wing tank, 3 brackets on each web dealt with. No. 9 centre tank, after bulkhead, port, centre and starboard webs, 1 bracket on each web dealt with.

The following additional brackets have been fitted at junction of longitudinal and transverse bulkheads.

Nos. 2, 3, 4, 5, 6, 7, 8 & 9 centre tanks - 3 additional brackets and 2 extension brackets fitted at each corner of the centre tank, making a total of 12 additional brackets and 8 extension brackets in each of the centre tanks. These brackets fitted at bottom corners of each tank.

The following transverse bulkhead webs have been fitted 12" x 5" vertical flanged plate and lightening holes closed in way.

Nos. 2, 3, 4, 5, 6, 7, 8 & 9 centre tanks, centre web in each tank and port and starboard webs in Nos. 5, 7 and after bulkhead centre web of No. 9 centre.

All remaining webs are slightly waved and Owners' Representative states that all will be fitted with vertical stiffeners as opportunity permits.

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

ANCHORS.

Table with columns: Number of Certificate, Anchor, Where, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size by rule, Description, Makers of Cables, Where and when tested and Superintendent.

The following brackets supporting transverse bulkhead webs, previously fitted 11,47 were found to have failed, with fracture on bulkhead at end of T bar.

No. 3 centre tank, centre web, one bracket. No. 4 port and starboard wing tanks, one bracket on each web. No. 6 centre tank, port and centre webs, three brackets.

The T bars removed and replaced by 7 1/2" x 7 1/2" T bars and diaphragm plate fitted behind toe of bracket on other side of bulkhead.

A number of minor fractures at ends of brackets on webs and at junction of longitudinal and transverse bulkheads cut out and rewelded.

Continued.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

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