

LIVERPOOL

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

GB

EX

VESSEL'S NAME T.S.Tanker "ESSO LIVERPOOL"  
Ex "JOHN D. ARCHBOLD"

REPORT Nwc. No. 107573

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 vessel was built in 1921 and classed with the American Bureau.

Classification with this Society is now desired.

The scantlings and arrangements have been found suitable for the class 100A- "Carrying Petroleum in bulk"

In a First Entry Report and Rpt.8, the NEWCASTLE Surveyors report (7.50), the vessel examined in dry dock, the scantlings and arrangements verified, and the requirements of a Periodical Special Survey (D) for Classification complied with.

The shell plating drilled in accordance with the Rules, with satisfactory results.

On account of damage due to grounding, repairs effected to a number of shell longitudinals, lower portions of bulkhead plating, some keel plates and other items.

On account of wear and tear, repairs and renewals effected to some shell plates, shell longitudinals, transverse and longitudinal bulkhead plating and stiffeners and other items.

After the scaling of the bottom shell, the points of the rivets were found to be wasted, and approximately 90% of the bottom shell riveting has been renewed.

The suction valves on the forward deep oil fuel tanks, required to be geared to top deck, see also Secretary's letter dated 29.6.50, have not been done at this time, and are recommended to be dealt with at the next drydocking.

The Surveyors report there are a number of very minor buckles in the centre line bulkhead, etc. and minor indents on bottom and side shell and on rudder bottom plating, the Surveyors recommend no notation against the class of the vessel. The Owners Superintendent concurs in this.

The equipment of anchors and chain cables has been sent to a Proving House for re-test, and one bower anchor and 30 fathoms of chain cable supplied, all verified with certificates.



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'ESSO LIVERPOOL'

IT IS THEREFORE SUBMITTED the Figure '1' and notation of 'Lloyd's A & CP' be assigned.

IT IS FURTHER SUBMITTED the vessel is eligible to be classed 100A1 "Carrying Petroleum in bulk" with record of drydocking 6.50, and Notation of 'ss. Nwc. 7.50(Dr)' assigned as recommended, ~~subject to extended spindles being fitted to the suction valves on forward deep oil fuel tank at the next drydocking.~~

100A1 "Carrying Petroleum in bulk" "Fitted for oil fuel  
FP above 150°F"  
2 Dks, 3rd Dk clear of oil tanks, "Longitudinal framing"  
Cell DBuE & B 71', 309t, DTf 50' 368t, FPT 311t, APT 259t.  
FK, 16BH, pt Cem, Lloyd's A & CP  
B 45'  
Mchy Aft  
O.L. 572.5'  
ESD  
"Radar"  
"jt"



*ESD*  
5.9.50

*BAH*



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