

Date of writing Report 24<sup>th</sup> July 1950 When handed in at Local Office NEWCASTLE-on-TYNE T9....

No. in Survey held at WALLSEND ON TYNE Date, First Survey MAR. 20<sup>th</sup> Last Survey JULY 1<sup>st</sup> 1950

Reg. Book. 58934 on the Wood, Iron or Steel TANKER ESSO LIVERPOOL (No. of Visits 71)

TONNAGE:— Built at NEWPORT NWS. By whom NEWPORT NWS. S.B. & D.D. Co. YEAR. 1921 MONTH. -

GROSS 14539 Owners ANGLO AMERICAN OIL CO. LTD Owners' Address ✓

UNDER DK. 14077 (If not already recorded in Appendix to Register Book).

NET 8683 Managers ✓ Port belonging to LONDON

Surveyed Afloat or in Dry Dock? Both Name of Dock SWAN HUNTER & W. R. G. LTD. Destined Voyage ✓

Cell D Bor D Ba \_\_\_\_\_ feet; u E & B \_\_\_\_\_ feet; f \_\_\_\_\_ fee

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.

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

CHARACTER.

+ For Special Survey.

Date of Last Survey and of

Machinery and Boiler

(Including date of N.B., if any).

*Last Report, No.* ..... *Port* .....

(Periodical Surveys, when held, must be reported in detail and seriatim 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.

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. YES Society's Freeboard (if assigned) as } 11 ft. 10 1/2 ins.

OWNER'S SUPERINTENDENT NOT REQUIRED Was a damage report made by anyone else? if so, by whom? NONE MADE

REPAIRS, OR EXAMINATION AS PER RULE, FOR CLASSIFICATION, EQUIPMENT, ALTERATIONS, TREEBOARD &  
NOW DONE

VESSEL PLACED IN DRYDOCK, BOTTOM SIDES & RUDDER CLEANED, EXAMINED & RECOATED  
ANCHORS & CABLES RANGED & EXAMINED (SEE UNDER "EQUIPMENT")  
THE HOLDS, TWEEN DECKS, PEAKS, MACHINERY SPACES CLEARED, STEELWORK EXAMINED THROUGHOUT  
SCALED & COATED AS NECESSARY. STRIMS IN CARGO TANKS REMOVED & SHELL IN WAY EXAMINED.  
THE FORE & AFTER PEAKS, COFFERDAMS, FORE DEEP TANKS, ALL CARGO TANKS, OIL FUEL BUNKERS &  
WELL SPACES FORWARD, EXAMINED INTERNALLY & TESTED. DOUBLE BOTTOM TANKS IN E.R. EXAMINED INTERNALLY & TESTED  
THE PUMP ROOMS EXAMINED & BOTTOM SHELL IN WAY FLOODTESTED.  
THE DECKS (DRILLED AS NECESSARY - SEE SHEET 5.)  
SHELL PLATING (DRILLED AS NECESSARY - SEE SHEET 5.), PLATING IN WAY OF SIDE LIGHTS EXAMINED.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ... ..				<u>SEE DAMAGE PAGE (7)</u>				
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

PRESENT CONDITION OF THE			
Decks	<u>Good</u>	Bulkheads	<u>Good</u>
Caulking of Decks	<u>Do.</u>	<del>Ceilings</del>	
Coamings	<u>Do.</u>	Cement or Asphalt	<u>Do.</u>
Beams & Fastenings	<u>Do.</u>	Rudder	<u>Do.</u>
Outside Plating	<u>Do.</u>	Steering gear and its connections	<u>Do.</u>
" " in way of sidelights	<u>Do.</u>	Windlass	<u>Do.</u>
Frames	<u>Do.</u>	Have pumps been examined and found efficient?	<u>YES.</u>
Reverse Frames	<u>Do.</u>	<del>Have Slide Valves been examined and found efficient?</del>	
Longitudinals	<u>Do.</u>	Have Watertight Doors been examined and found efficient?	<u>YES.</u>
Transverses	<u>Do.</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>YES.</u>
Floors	<u>Do.</u>	Air and Sounding Pipes	<u>GOOD</u>
Keelsons	<u>Do.</u>	Doubling Plates under Sounding Pipes	<u>GOOD</u>
Stringers	<u>Do.</u>		
Inner Bottom Plating	<u>Do.</u>	Engine Room Skylights	<u>Good</u>
Have the Tanks been examined Internally?	<u>Yes</u>	<del>Coal Bunkers, Openings, Covers, &amp;c.</del>	
Have the Tanks been tested?	<u>Yes.</u>	Oil Bunkers	<u>Do.</u>
		Scuppers	<u>Do.</u>
		Cargo Hatchways	<u>Do.</u>
		Hatches	<u>Do.</u>
		Planking	
		Caulking	
		Treemans	
		Breasthooks & Stenson	
		Transoms, Pointers & Crutches	
		Timbers of Frame at openings	
		" " at other places	
		Stringers, Clamps & Shelves	
		Sailing	
		State if examined.	

Copper, or Y.M.  
 (State if on Felt.)  
 When fitted, Month \_\_\_\_\_ Year \_\_\_\_\_

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Boats Good

Masts, Yards, &c. Do.

Condition, how ascertained FROM ALOFT  
 (State if wedges removed.) jt

Equipment letter jt

Anchors, No. of 3 B. 1ST. 1 K.

Cables (State if now ranged) RANGED.

" length 330f mean diamr. 2 7/8"  
 (on board.)

" Rule length 330f size 2 7/8"

Chain Locker Good

Hawsers & Warps SUFFICIENT

Standing and Running Rigging EFFICIENT

Galls

*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 TANKER IS IN OUR OPINION IN AN EFFICIENT CONDITION & ELIGIBLE TO BE CLASSED 100 A.1.  
"CARRYING PETROLEUM IN BULK" WITH RECORD OF DRYDOCKING 6/50 & NOTATION OF 5.5. NWC  
7/50, (DR), SUBJECT TO EXTENDED SPINDLES BEING FITTED TO THE SUCTION VALVES ON FORWARD DEEP OIL FUEL  
TANK AT NEXT DRYDOCKING.

<b>1ST ENTRY DAMAGE &amp; REPAIRS</b>						
Survey Fee	(per Section 29)	£	450	:	0	:
	<b>LATE FEES</b>		6	:	6	:
Special Damage or Repair Fee (if any)	(per Sec. 29)	£		:		:
Travelling Expenses (if chargeable)		£		:		:
Second Surveyor's Fee (if any)		£		:		:

Fees applied for, \_\_\_\_\_  
 Received by me, \_\_\_\_\_  
 \_\_\_\_\_ 19\_\_

Committee's Minute

*Character Assigned.*

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

Is Certificate required? If so, to be sent to

SHEET 2.

ABREAST THE EXPANSION TRUNK DISPENSED WITH 2 THE OPENINGS PLATED OVER IN AN EFFICIENT MANNER.

H. I.

Do.

(CONTD BELOW)

## ANCHORS.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

be clearly stated whether it is a 1st, 2nd, or 3rd bowler.

	CHAIN CABLES.	
SEE FIRST ENTRY	WEIGHT OF CHAIN CABLE.	Length and per rule.

Do.

(CONT'D)

SHEET 3.

4 " DOUBLED.

SHELF PLATES ON SHELL P&S FROM DECK NO 1 TO 6 RENEWED.

STBD SIDE — " " " Do.

STBD. SIDE — FWD. & AFT OUTBD. GIRDER PLATE DOUBLED.

CHANNEL FRAME & SHELL BKT. IN WAY REMOVED, FAIRED & REFITTED

PORT SIDE AFT - SHELL LONGITUDINALS (2) IN WAY M.17 & N.17 PART REMOVED, FAIRED & REATT.

STBD. SIDE SHELF PLATE ON SMOEL (1) DOUBLED

FORWARD BULKHEAD 3 PLATES RENEWED (PART)

SHELFING PLATE (3 PLACES) DOUBLED

AFTER BULKHP. STIFFENER No. 4 FROM BOTTOM

RENEWED © 2020

De.

(CONTD)

(Contd)

CLASSIFICATION CONTD

"ISSO LIVERPOOL"

SHEET 4.

## No. 4 PORT CARGO TANK CONTD

FORWARD BHD — STIFFERS No. 3 &amp; 4 FROM BOTTOM &amp; 3 BKTS IN WAY

RENEWED

DEEP GIRDER — FACE BARS 6 OFF

RENEWED.

## No. 4 STBD.

AFT BULKHEAD — STIFFENERS No. 8 TO 12

RENEWED.

CORNER BRACKETS No. 6 TO 13

Do.

FORWARD BHD. — SHELL BKTS No 6 TO 12 &amp; CORNER BRACKETS No. 9 TO 13

Do.

DEEP GIRDERS — FACE BARS (6)

Do.

## No. 6 PORT.

FORWARD BHD. SHELL BKTS Nos 9 TO 13 &amp; CORNER BKTS

RENEWED

SHELL LONGITUDINAL BKTS &amp; LONGITUDINALS Nos 13 &amp; 14

Do.

SHELFING PLATE (3 PLACES)

DOUBLED.

AFTER BHD. RIVETS IN BULKHEAD BKT. CONNECTION ANGLES

RENEWED.

CONNECTION BARS No. 7 TO 12

Do.

## No. 6 STBD.

FORWARD BHD. — STIFFENERS No. 3 TO 8

RENEWED

SHELL BKTS No. 12 &amp; 13 &amp; CORNER BKTS No. 13 &amp; 14

Do.

AFTER BHD. — STIFFENERS No 3 TO 9 &amp; BKTS IN WAY

Do.

LONGITUDINAL BHD. — STIFFENERS No. 2 TO 7

Do.

## No. 7 PORT.

LONG. BHD. STIFFENER No. 14

Do.

FWD &amp; AFTER BHD. CONNECTION ANGLE RIVETS IN WAY LONG. STIFFER BKTS.

Do.

## No. 7 STBD.

FWD &amp; AFTER BHD. — RIVETS IN BULKHEAD BKT. CONNECTION ANGLES

Do.

LONG. BHD. SHELL LONGITUDINAL No. 24

Do.

HEMP & RUBBER JOINTING IN WAY OF DOORS, HATCHES, VENT COVERS RENEWED AS NECESSARY  
MINOR REPAIRS EFFECTED TO CARGO TANK HATCH COAMINGS ALSO HATCH TO FORE HOLD.

THE FOLLOWING ITEMS REFERRED TO IN THE SECRETARY'S LETTER OF 19TH JUNE ARE  
CLARIFIED BELOW

1. VAPOUR ESCAPES FITTED FROM CARGO TANKS TO GAS LINE LED UP THE MAST WERE EXISTING ON THE VESSEL
3. THE SUCTION VALVES ON THE FORWARD DEEP OIL FUEL TANKS HAVE NOT BEEN GEARED TO TOP DECK — SEE ALSO SECRETARY'S LETTER DATED 29TH JUNE 1950 DEFERRING THIS ITEM TO LATER DRYDOCKING.
5. THE CROSS CONNECTION VALVE BETWEEN THE CARGO TANKS & BUNKER FILLING LINE ON THE DECK REMOVED & CONNECTIONS BLANKED OFF.



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CLASSIFICATION (CONTD.)

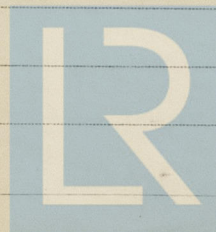
" ESSO LIVERPOOL "

SHEET 5.

## RECORD OF SHELL &amp; DECK DRILLINGS.

FORWARD SHELL					MIDSHIP SHELL					AFTER SHELL				
STRAKE	PORT		STBD.		STRAKE	PORT		STBD.		STRAKE	PORT		STBD.	
	Actual	Orig <sup>l</sup>	Actual	Orig <sup>l</sup>		Actual	Orig <sup>l</sup>	Actual	Orig <sup>l</sup>		Actual	Orig <sup>l</sup>	Actual	Orig <sup>l</sup>
KEEL	1.16	.98	✓		KEEL	1.2	1.25			KEEL	.90	.98		
A)	.76	.53	.78	.53	A	.82	.94/.88	.82	.94/.88	A	.58	.60	.58	.60
B	.68		.68		B	.92		.90		B	.50		.50	
C	.65		.66		C	.92		.84		C	.65		.64	
D	.74		.75		D	.86		.76		D	.82		.82	
E					E	.90		.85		E				
F)					F	.87		.90		F	.82		.86	
G	.55	.53	.53	.53	G	.90	.94/.88	.85	.94/.88	G	.82	.88 END	.86	.88 END
H)	.42	.50	.43	.50	H	.67	.78	.66	.78	H	.50	.53	.51	.53
J	.40		.43		J	.70		.70		J	.42		.46	
K	.32		.47		K	.68		.63		K	.37		.42	
L	.40		.38		L	.61		.62		L	.38		.45	
M)	.52		.51		M	.68		.62		M	.36		.50	
N	.54		.53		.55	.63		N		.95	1.00		.94	
O	.68	.66	.70	.66	O	1.16	1.00/1.20	1.16	1.00/1.20	O	.74	.78	.75	.78

MAIN DECK PLATING									TWEEN DECK PLATING							
STRAKE	FORE DECK		MIDSHIP DECK		AFT DECK		No. 5 TANK		STRAKE	FORE DECK		MIDSHIP DK.		AFT DK.		
	PORT.	STBD.	P.	S.	P.	S.	P.	S.		P.	S.	P.	S.	P.	S.	
STRINGER	.75	.76	.98	.98	.88	.92	.99	1.00	STRINGER	.44	.45	.50	.50	.36	.36	
A	.52	.55	.94	.93	.88	.88	.98	.99	No. 1	.40	.43	.45	.45	.27	.36	
B	.62	.60	.75	.75	.74	.71	.73	.75	No. 2	.40	.42	.45	.47	.32	.32	
C	.55	.55	.65	.70	.67	.70	.67	.67	No. 3	.37	.40	.40	.45	.30	.35	
D	.56	.55	.68	.71	.65	.60	.68	.71	TRUNKSIDE TOP	.42	.42	.42	.45	.36	.41	
E			.45	.54	.52	.45	.50	.50	" BOT.	.42	.41	.42	.43	.35	.40	
CENTRE	.55		.68	.66	.62		.72	.72								



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"ESSO LIVERPOOL"SHEET 6.EQUIPMENT.

ANCHORS & CABLES EXAMINED & SENT FOR TEST TO PROVING HOUSE, & NEW SPARE BOWER & TWO LENGTHS OF CABLE SUPPLIED & NEW STOCK FITTED TO STREAM ANCHOR (FRACTURED ON TEST)

THE VESSEL NOW HAS 3 BOWER ANCHORS, 1 STREAM ANCHOR, & 330 FATHOMS OF CABLE (FOR FURTHER PARTICULARS SEE 1ST ENTRY REPORT) PLUS KEDGE ANCHOR OF UNKNOWN WEIGHT.

HANSERS, WARPS ETC EXAMINED & 3-2 $\frac{3}{4}$ " WIRE ROPES NOW SUPPLIED (SEE ALSO 1ST ENTRY REPORT)

IT IS NOW SUBMITTED FOR THE FAVOURABLE CONSIDERATION OF THE COMMITTEE THAT THE VESSEL IS ELIGIBLE FOR THE FIGURE 1 TO BE ASSIGNED.

ALTERATIONS.

AT THE REQUEST OF THE MINISTRY OF TRANSPORT THE FOLLOWING ALTERATIONS HAVE BEEN EFFECTED TO COMPLY WITH TONNAGE REGULATIONS.

(a) BRIDGE END HINGED STEEL W.T. DOORS DISPENSED WITH & OPENING ADEQUATELY PLATED OVER (P. & S.)

(b) UPPER DECK HATCHWAY (P & S) ABOVE TWEEN DECK SPACE ABREAST DONKEY BOILER SPACE PLATED OVER AS A PERMANENT MEASURE

(c) OPENING CUT IN FORE AND AFT BULKHEAD (P & S) BETWEEN DONKEY BOILER SPACE & WING SPACE ADJACENT IN ACCORDANCE WITH APPROVED PLAN & COPY NOW FORWARDED FOR RECORD PURPOSES.

OPENINGS CUT IN DONKEY BOILER FLAT PLATING IN ACCORDANCE WITH PLAN NOW FORWARDED.

(d) DOORS ON UPPER DECK IN DONKEY BOILER CASING (P & S) DISPENSED WITH & OPENINGS PLATED OVER IN A SATISFACTORY MANNER.

FREEBOARD.

THE FREEBOARDS HAVE BEEN ASSIGNED FROM THE UPPER DECK IN ACCORDANCE WITH SECRETARY'S LETTER OF 16<sup>TH</sup> JUNE 1950, THE TONNAGE HATCH (P & S) PERMANENTLY CLOSED, THE FREEING PORTS & 3 OVERBOARD SCUPPERS IN THE SPACE ABREAST THE EXPANSION TRUNK PLATED OVER AND A SCUPPER CONTROLLED FROM THE UPPER DECK WITH OPEN/SHUT INDICATOR HAS BEEN FITTED TOWARDS THE AFTER END OF THE SPACE (P & S)

THE AIR PIPES FROM THE DOUBLE BOTTOM TANKS ARE SITUATED INSIDE THE MACHINERY SPACE.

AIR PIPES HAVE NOW BEEN FITTED FROM COFFERDAM & WELL SPACE IN FORE HOLD & EXTENDING TO UPPER DECK.

VENTILATORS ON AFTER DECK SKYLIGHTS SUPPLIED WITH CANVAS COVERS & ALL VENTILATORS WITH COAMINGS MORE THAN 36" IN HEIGHT, WITH STIFFENING BRACKETS. 18" DIA<sup>R</sup>. SCUTTLE ON UPPER DECK AFT FITTED WITH RETAINING CHAIN.

MANHOLE COVER ON FORE HOLD HATCH COVER IS OF WATERTIGHT CONSTRUCTION.



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Rpt. 9a.

Port of NEWCASTLE-on-TYNE

Continuation of Report No.

dated

on the

DAMAGE

"ESSO LIVERPOOL"

SHEET 7.

STATED TO HAVE BEEN SUSTAINED BY GROUNDING IN AMUAY BAY, VENEZUELA,  
ON 3RD NOVEMBER 1949.

NOW DONE

VESSEL PLACED IN DRYDOCK, BOTTOM SIDES & RUDDER CLEANED, EXAMINED & FOUND  
OR PLACED IN GOOD ORDER & COATED.

THE CARGO TANKS & PUMPROOM EXAMINED & FOUND, THE KEEL PLATING SET UP SLIGHTLY  
LOCALLY, GENERALLY IN WAY OF KEEL BUTSTRAPS TOGETHER WITH ADJACENT "A" STIRK PLATING  
& AN APPRECIABLE NUMBER OF BOTTOM SHELL RIVETS & CAULKING STARTED & LEAKING  
CENTRE LINE BULKHEAD BASE PLATING BUCKLED LOCALLY & LONGITUDINAL & BRACKETS  
SET UP & BUCKLED.

TRANSVERSES SLIGHTLY BUCKLED ALSO WEB PLATES.

RIVETS IN BULKHEADS & LONGITUDINAL END BKT. CONNECTIONS STARTED & LEAKING.

REPAIRS.

No. 4 STBD.	SHELL LONGITUDINALS No. 24 & 25	RENEWED & SHELL PLATE IN WAY FAIRED IN PLACE.
No. 5 PORT	" " No. 24	Do. " Do.
No. 5 STBD.	" " " "	Do. " Do.
	LONGITUDINAL BHD AT BOTTOM	FAIRED IN PLACE
No. 6 PORT	SHELL LONGITUDINALS No. 24, 25, 26	RENEWED & SHELL PLATE IN WAY FAIRED IN PLACE
	DEEP GIRDER AFT END	RENEWED (PART)
	" " TOP BARS	Do.
No. 6 STBD.	" "	FAIRED IN PLACE
	SHELL LONGITUDINALS No. 24, 25, 26	RENEWED & SHELL PLATE IN WAY FAIRED IN PLACE.
	AFTER BHD. BASE PLATE	FAIRED IN PLACE
	LONG. BHD " "	RENEWED (PART)
No. 7 PORT.	SHELL LONGITUDINAL No. 24	RENEWED & SHELL PLATE IN WAY FAIRED IN PLACE
	FORWARD BULKHEAD BASE PLATE	FAIRED IN PLACE
No. 7 STBD.	LONGITUDINAL BHD. BASE PLATE	FAIRED IN PLACE
No. 8 PORT	" " " "	Do.

KEEL

BUTSTRAPS IN WAY OF PUMPROOM, FORE END NO. 6 & 7 TANKS

RENEWED & KEEL PLATES & SHELL IN WAY  
FAIRED IN PLACE.

THE AFFECTED CARGO TANKS WERE TESTED IN CONJUNCTION WITH CLASSIFICATION TESTS.  
THE FOLLOWING DEFECTS NOT NOW DEALT WITH ARE OF A VERY MINOR NATURE & HAVE  
BEEN SPECIALLY EXAMINED & ARE CONSIDERED EFFICIENT. THE OWNER'S REPRESENTATIVES  
REQUEST TO ACCEPT THE ABOVE REPAIRS AS A COMPLETE PERMANENT REPAIR, IS IN  
OUR OPINION REASONABLE & MERITS THE FAVOURABLE CONSIDERATION OF THE COMMITTEE.

DEFERRED DEFECTS.

COFFERDAM	CENTRELINE BHD. SLIGHTLY BUCKLED AT BOTTOM
FORE DEEP	" " " " " (FORE END)
No. 1 PORT	No. 26 SHELL LONG. " "
No. 2 STBD.	CENTRELINE BHD. " " " "
No. 3 PORT	" " " " " " "
No. 4 STBD.	" " " " " " "
No. 6 PORT	BOTTOM TRANSVERSES (FWD) " " " SLIGHTLY
PUMP ROOM	" " " P&S @ £

A FEW MINOR INDENTS ON BOTTOM & SIDE SHELL & INDENT ON RUDDER PLATING AT BOTTOM.

VESSEL UNDOCKED 22ND JUNE, 1950.