

Rpt. 8 /R.

Date of writing Report

Survey held at South Shields

When handed in at Local Office

No. of Visits 46

Port NEWCASTLE ON TYNE

No. 114465

First Date 3-12-56

Received London

Last Date 27-6-57

## REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B &amp; C of the Rules.)

No. in R.B.

09762

on the Steel

T.S.

"ESSO WANDSWORTH"

Built at

Duluth, Minnesota, U.S.A.

By Whom

Barnes Duluth Shipbuilding Co.

Tons gross 4352

Owners

Esso Petroleum Co., Ltd.

When 1943

Managers

Owners' address

(If not already in R.B.)

Port of Registry

London

Surveyed Afloat or in Drydock

Both

Name of Dock

Brigham &amp; Cowan

Date of last examn. in Drydock 6-1957

Last Report: No.

To be filled in at Head Office.

Port

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

SHIP'S CLASS

Date of Special and of Drydocking Surveys, etc.

Machinery

100A1 (Class Contemplated).

Carrying Petroleum in bulk

O.F. F.P. Above 150°F

Give dates and references to any letters relating to this Report. See Lon. & Nwc. Letters Between 17th August 1956 & 15th June, 1957

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

Freeboard as marked on ship and now verified

2

ft

5

ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR

SPECIAL SURVEY 'C' AND CLASSIFICATION:-

(VESSEL 14 YEARS OLD. VESSEL UNDOCKED ON 20TH JUNE 1957).

REPAIRS WEAR AND TEAR:-

NOW DONE:-

SHELL:-

The following repairs to bottom shell plating were found necessary due to corrosion fatigue taking place between floors. In all cases plating was renewed.

KEEL:-

Between frames 69/70 and 81/82; 81/82 and 91/92; 91/92 and 101/102

PORT SIDE:-

'A' STRAKE:-

Between frames 41/42 and 43/44; 43/44 and 53/54; 53/54 and 63/64; 63/64 and 69/70; 69/70 and 73/74; 73/74 and 85/86; 85/86 and 92/93; 92/93 and 101/102; 106/107 and 114/115; 123/124 and 129/130.

'B' STRAKE:-

Between frames 48/49 and 58/59; 58/59 and 69/70; 69/70 and 81/82; 81/82 and 85/86; 85/86 and 95/96; 95/96 and 103/104; 106/107 and 110/111

'A' &amp; 'B' STRAKE:-

Athwartship panel between frames 118 and 119.

'C' STRAKE:-

Between frames 60/61 and 72/73; 72/73 and 83/84; 83/84 and 87/88; 87/88 and 89/90 and 91/92; 93/94 and 96/97.

'D' STRAKE:-

Between frames 53/54 and 63/64; 67/68 and 77/78; 77/78 and 85/86; 93/94 and 94/95.

'C' &amp; 'D' STRAKE:-

Athwartship panels between frames 91/92 and 93/94; 101 and 102.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS

Shell Plates

Frames

R. Frames

Floors and Bracket Floors

Inner Bottom Plates

Deck Plates

Beams

Other Items

Renewed

Removed and Fair'd or Repaired

Fair'd or Repaired in place

Has a Survey also been held on machinery of the Ship?

Yes

If so, is the Report sent now, or when will it be sent?

Now

Is Classification Certificate required?

If so, to be sent to

Owner's

Has Interim Certificate been issued?

Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey, for example:- "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55, and the notation of S.S. . . . 1.55".

It is submitted that this vessel is eligible in our opinion to be classed 100A.1. carrying petroleum in bulk 6.57 with record of drydocking 6.57 with notations S.S. Shl. 6.57 and Dr. (6.57).

(Continued)

Between frames 57/58 and 67/68; 67/68 and 77/78; 77/78 and 87/88; 87/88 and 97/98; 97/98 and 107/108; 107/108 and 117/118; 117/118 and 127/128; 127/128 and 137/138; 137/138 and 147/148; 147/148 and 157/158; 157/158 and 167/168; 167/168 and 177/178; 177/178 and 187/188; 187/188 and 197/198; 197/198 and 207/208; 207/208 and 217/218; 217/218 and 227/228; 227/228 and 237/238; 237/238 and 247/248; 247/248 and 257/258; 257/258 and 267/268; 267/268 and 277/278; 277/278 and 287/288; 287/288 and 297/298; 297/298 and 307/308; 307/308 and 317/318; 317/318 and 327/328; 327/328 and 337/338; 337/338 and 347/348; 347/348 and 357/358; 357/358 and 367/368; 367/368 and 377/378; 377/378 and 387/388; 387/388 and 397/398; 397/398 and 407/408; 407/408 and 417/418; 417/418 and 427/428; 427/428 and 437/438; 437/438 and 447/448; 447/448 and 457/458; 457/458 and 467/468; 467/468 and 477/478; 477/478 and 487/488; 487/488 and 497/498; 497/498 and 507/508; 507/508 and 517/518; 517/518 and 527/528; 527/528 and 537/538; 537/538 and 547/548; 547/548 and 557/558; 557/558 and 567/568; 567/568 and 577/578; 577/578 and 587/588; 587/588 and 597/598; 597/598 and 607/608; 607/608 and 617/618; 617/618 and 627/628; 627/628 and 637/638; 637/638 and 647/648; 647/648 and 657/658; 657/658 and 667/668; 667/668 and 677/678; 677/678 and 687/688; 687/688 and 697/698; 697/698 and 707/708; 707/708 and 717/718; 717/718 and 727/728; 727/728 and 737/738; 737/738 and 747/748; 747/748 and 757/758; 757/758 and 767/768; 767/768 and 777/778; 777/778 and 787/788; 787/788 and 797/798; 797/798 and 807/808; 807/808 and 817/818; 817/818 and 827/828; 827/828 and 837/838; 837/838 and 847/848; 847/848 and 857/858; 857/858 and 867/868; 867/868 and 877/878; 877/878 and 887/888; 887/888 and 897/898; 897/898 and 907/908; 907/908 and 917/918; 917/918 and 927/928; 927/928 and 937/938; 937/938 and 947/948; 947/948 and 957/958; 957/958 and 967/968; 967/968 and 977/978; 977/978 and 987/988; 987/988 and 997/998; 997/998 and 1007/1008; 1007/1008 and 1017/1018; 1017/1018 and 1027/1028; 1027/1028 and 1037/1038; 1037/1038 and 1047/1048; 1047/1048 and 1057/1058; 1057/1058 and 1067/1068; 1067/1068 and 1077/1078; 1077/1078 and 1087/1088; 1087/1088 and 1097/1098; 1097/1098 and 1107/1108; 1107/1108 and 1117/1118; 1117/1118 and 1127/1128; 1127/1128 and 1137/1138; 1137/1138 and 1147/1148; 1147/1148 and 1157/1158; 1157/1158 and 1167/1168; 1167/1168 and 1177/1178; 1177/1178 and 1187/1188; 1187/1188 and 1197/1198; 1197/1198 and 1207/1208; 1207/1208 and 1217/1218; 1217/1218 and 1227/1228; 1227/1228 and 1237/1238; 1237/1238 and 1247/1248; 1247/1248 and 1257/1258; 1257/1258 and 1267/1268; 1267/1268 and 1277/1278; 1277/1278 and 1287/1288; 1287/1288 and 1297/1298; 1297/1298 and 1307/1308; 1307/1308 and 1317/1318; 1317/1318 and 1327/1328; 1327/1328 and 1337/1338; 1337/1338 and 1347/1348; 1347/1348 and 1357/1358; 1357/1358 and 1367/1368; 1367/1368 and 1377/1378; 1377/1378 and 1387/1388; 1387/1388 and 1397/1398; 1397/1398 and 1407/1408; 1407/1408 and 1417/1418; 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1817/1818 and 1827/1828; 1827/1828 and 1837/1838; 1837/1838 and 1847/1848; 1847/1848 and 1857/1858; 1857/1858 and 1867/1868; 1867/1868 and 1877/1878; 1877/1878 and 1887/1888; 1887/1888 and 1897/1898; 1897/1898 and 1907/1908; 1907/1908 and 1917/1918; 1917/1918 and 1927/1928; 1927/1928 and 1937/1938; 1937/1938 and 1947/1948; 1947/1948 and 1957/1958; 1957/1958 and 1967/1968; 1967/1968 and 1977/1978; 1977/1978 and 1987/1988; 1987/1988 and 1997/1998; 1997/1998 and 2007/2008; 2007/2008 and 2017/2018; 2017/2018 and 2027/2028; 2027/2028 and 2037/2038; 2037/2038 and 2047/2048; 2047/2048 and 2057/2058; 2057/2058 and 2067/2068; 2067/2068 and 2077/2078; 2077/2078 and 2087/2088; 2087/2088 and 2097/2098; 2097/2098 and 2107/2108; 2107/2108 and 2117/2118; 2117/2118 and 2127/2128; 2127/2128 and 2137/2138; 2137/2138 and 2147/2148; 2147/2148 and 2157/2158; 2157/2158 and 2167/2168; 2167/2168 and 2177/2178; 2177/2178 and 2187/2188; 2187/2188 and 2197/2198; 2197/2198 and 2207/2208; 2207/2208 and 2217/2218; 2217/2218 and 2227/2228; 2227/2228 and 2237/2238; 2237/2238 and 2247/2248; 2247/2248 and 2257/2258; 2257/2258 and 2267/2268; 2267/2268 and 2277/2278; 2277/2278 and 2287/2288; 2287/2288 and 2297/2298; 2297/2298 and 2307/2308; 2307/2308 and 2317/2318; 2317/2318 and 2327/2328; 2327/2328 and 2337/2338; 2337/2338 and 2347/2348; 2347/2348 and 2357/2358; 2357/2358 and 2367/2368; 2367/2368 and 2377/2378; 2377/2378 and 2387/2388; 2387/2388 and 2397/2398; 2397/2398 and 2407/2408; 2407/2408 and 2417/2418; 2417/2418 and 2427/2428; 2427/2428 and 2437/2438; 2437/2438 and 2447/2448; 2447/2448 and 2457/2458; 2457/2458 and 2467/2468; 2467/2468 and 2477/2478; 2477/2478 and 2487/2488; 2487/2488 and 2497/2498; 2497/2498 and 2507/2508; 2507/2508 and 2517/2518; 2517/2518 and 2527/2528; 2527/2528 and 2537/2538; 2537/2538 and 2547/2548; 2547/2548 and 2557/2558; 2557/2558 and 2567/2568; 2567/2568 and 2577/2578; 2577/2578 and 2587/2588; 2587/2588 and 2597/2598; 2597/2598 and 2607/2608; 2607/2608 and 2617/2618; 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3017/3018 and 3027/3028; 3027/3028 and 3037/3038; 3037/3038 and 3047/3048; 3047/3048 and 3057/3058; 3057/3058 and 3067/3068; 3067/3068 and 3077/3078; 3077/3078 and 3087/3088; 3087/3088 and 3097/3098; 3097/3098 and 3107/3108; 3107/3108 and 3117/3118; 3117/3118 and 3127/3128; 3127/3128 and 3137/3138; 3137/3138 and 3147/3148; 3147/3148 and 3157/3158; 3157/3158 and 3167/3168; 3167/3168 and 3177/3178; 3177/3178 and 3187/3188; 3187/3188 and 3197/3198; 3197/3198 and 3207/3208; 3207/3208 and 3217/3218; 3217/3218 and 3227/3228; 3227/3228 and 3237/3238; 3237/3238 and 3247/3248; 3247/3248 and 3257/3258; 3257/3258 and 3267/3268; 3267/3268 and 3277/3278; 3277/3278 and 3287/3288; 3287/3288 and 3297/3298; 3297/3298 and 3307/3308; 3307/3308 and 3317/3318; 3317/3318 and 3327/3328; 3327/3328 and 3337/3338; 3337/3338 and 3347/3348; 3347/3348 and 3357/3358; 3357/3358 and 3367/3368; 3367/3368 and 3377/3378; 3377/3378 and 3387/3388; 3387/3388 and 3397/3398; 3397/3398 and 3407/3408; 3407/3408 and 3417/3418; 3417/3418 and 3427/3428; 3427/3428 and 3437/3438; 3437/3438 and 3447/3448; 3447/3448 and 3457/3458; 3457/3458 and 3467/3468; 3467/3468 and 3477/3478; 3477/3478 and 3487/3488; 3487/3488 and 3497/3498; 3497/3498 and 3507/3508; 3507/3508 and 3517/3518; 3517/3518 and 3527/3528; 3527/3528 and 3537/3538; 3537/3538 and 3547/3548; 3547/3548 and 3557/3558; 3557/3558 and 3567/3568; 3567/3568 and 3577/3578; 3577/3578 and 3587/3588; 3587/3588 and 3597/3598; 3597/3598 and 3607/3608; 3607/3608 and 3617/3618; 3617/3618 and 3627/3628; 3627/3628 and 3637/3638; 3637/3638 and 3647/3648; 3647/3648 and 3657/3658; 3657/3658 and 3667/3668; 3667/3668 and 3677/3678; 3677/3678 and 3687/3688; 3687/3688 and 3697/3698; 3697/3698 and 3707/3708; 3707/3708 and 3717/3718; 3717/3718 and 3727/3728; 3727/3728 and 3737/3738; 3737/3738 and 3747/3748; 3747/3748 and 3757/3758; 3757/3758 and 3767/3768; 3767/3768 and 3777/3778; 3777/3778 and 3787/3788; 3787/3788 and 3797/3798; 3797/3798 and 3807/3808; 3807/3808 and 3817/3818; 3817/



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

Items	Now Examined		Now Examined Internally		Now Tested	
	YES	NO or NONE	YES	NO	YES	NO
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes		Yes		Yes	
Rudder lifted	No		Yes		Yes	
Weather Decks, Superstructures and Casings	Yes		Yes		Yes	
Hatchways, Covers, closing and securing appliances	Yes		Yes		Yes	
Ventilator coamings, skylights, companionways and closing appliances	Yes		None		None	
Holds	None		None		None	
'Tween Decks	Yes		Yes		Yes	
Fore Peak Spaces	Yes		Yes		Yes	
After "	Yes		Yes		Yes	
Engine Space	Yes		Yes		Yes	
Boiler	Yes		Yes		Yes	
Under Engines and Boilers	Yes		Yes		Yes	
Tunnel and Well	None		Yes		Yes	
Coal Bunkers	None		Yes		Yes	
Chain Locker	Yes		Yes		Yes	
Other Spaces	Yes		Yes		Yes	
Have Tanks now Examined been Cleaned as Necessary?						
Have Struts in Cargo Tanks (of Tankers) been removed?						
Have Tanks been Retested as necessary after completion of any Repairs?						

Have the spaces now surveyed been cleared and cleaned as necessary? **Yes**

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? **Yes**

Have the bilges been cleaned out and examined? **None**

Has steelwork had rust removed and afterwards been recoated as necessary? **Yes** (Domestic Refrig. Compt.)

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **Yes** (New Freeboard Assignment)

Has a Load Line Survey been held? **Yes** If so, state which **Yes**

Have the shell and deck plating been drilled as per Rule? **Yes** If so, Report 8(Dr) to be attached **Yes**

Also shell plating & internal structure drilled & gauged as considered necessary? **Yes** If so, report details in body of Report **No**

Have any alterations to the approved scantlings and arrangements now been effected? **No**

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds; Nos. 1, 2 &amp; 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens	None	Sluice Valves examined and found	None
" " in way of side scuttles	Good	Cement	Good	Air and Sounding Pipes	Good
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Good
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings	Good	Condition, how ascertained (State if wedges removed)	By Examination (See Report attached)
Coamings and Casings	Good	and closing appliances	Good	Chain Locker	Good
Beams and Fastenings	Good	Companionways and Skylights	Good	EQUIPMENT	
Frames	Good	Shell Openings	Good	Equipment Letter	X
Reverse Frames	Good	Ash Shoots	None	Anchors, No. of	3B 1S Condition Good
Longitudinals	None	Overboard Discharges and Scuppers	Good	Cables (State if now ranged and examined)	Yes
Transverses	Good	Freeing ports (Open Rails)	Good	" length 273F mean diam. 1 13/16	
Floors	Good	Steering Gear (Main and Auxiliary)	Good	" (on board) 270f Size 1 13/16	
Keelsons	Good	examined and found	Good	Hawsers and Warps	Sufficient & Good
Stringers	Good	Windlass examined and found	Good	State if any Anchors or Chain Cable have	All anchors & cables tested
Inner Bottom Plating	Good	Pumps	Good	now been supplied or retested, if so,	See Report
Bulkheads and Tunnel	Good	W.T. Doors	None	complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **None** See BelowREMARKS, REPAIRS, Etc. (Contd.) **SHELL:—** (Continued).**STARBOARD SIDE:—**

**'A' STRAKE:—** Between frames 37/38 and 45/46; 45/46 and 53/54; 69/70 and 83/84; 85/86 and 90/91 and 101/102; 127/128 and 129/130

**'B' STRAKE:—** Between frames 37/38 and 48/49; 48/49 and 53/54; 55 and 56; 65/66 and 77/78 and 82/83; 91/92 and 95/96; 118 and 119.

**'C' STRAKE:—** Between frames 55 and 56; 59/60 and 69/70; 69/70 and 75/76; 75/76 and 85/86; 87/88 and 91/92

**'D' STRAKE:—** Between frames 59/60 and 69/70; 69/70 and 71/72; 75/76 and 85/86; 87/88 and 91/92.

Continued on page 3.....

Survey Fee

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any)

Date when A/c. Rendered

Travelling Expenses (if chargeable)

See report 1

Rpt. 9a

Port of

NEWCASTLE-ON-TYNE

Continuation of Report No.

114465

dated

27-6-57

on the

T.S. "ESSO WANDSWORTH"

Page 3 Continued.

**REPAIRS WEAR AND TEAR:—**

(Continued).

**STARBOARD SIDE:—**

(Continued).

**'C' AND 'D' STRAKE:—**

Aftwartship panel between frames 98/99 and 101/102.

**SIDE SHELL PLATING WAS RENEWED AS FOLLOWS:—****PORT SIDE:—****'F' STRAKE:—**

Between frames 28/29 and 37/38 (Panel on upper edge 24" wide in way pittings). 37/38 and 48/49; 69/70 and 71/72; 86/87 and 94/95; 94/95 and 102/103; 118/119 and 131/132; 131/132 and 143/144; 143/144 and 149/150.

**'G' STRAKE:—**

Between frames 28/29 and 37/38; 37/38 and 41/42; (Panels on lower edge in way pittings). 70/71 and 73/74.

**'H' STRAKE:—**

Between frames 138/139 and 141/142.

**STARBOARD SIDE:—****'F' STRAKE:—**

Between frames 28/29 and 33/34 (Panel on upper edge 18" wide in way pittings). 33/34 and 36/37; 43/44 and 54/55; 86/87 and 94/95; 94/95 and 102/103; 118/119 and 126/127; 126/127 and 134/135; 134/135 and 142/143; 150/151 and 155/156; 155/156 and 159/160.

**'G' STRAKE:—**

Between frames 28/29 and 35/36; 35/36 and 43/44; 43/44 and 54/55 (Panels on lower edge 21" wide in way pittings).

**FORECASTLE DECK:—**

Companionway to forecastle space doubled at base (s.s.)

Pump room skylight deck coaming angle renewed. 2 flaps part renewed.

Pump room companionway forward plating part renewed at base.

Bosun's store access hatch coaming and cover renewed to comply with Rule Requirements.

**TRUNK DECK:—**

Under bridge deck house, one centre strake plate part renewed together with adjoining 'A' strake plate (p&amp;s). One plate 'B' strake (p.s.) doubled. Casing side stiffener bottom brackets renewed. (5p. 68).

2 winch seatings renewed. Pittings in way pipe chairs welded up and doublers fitted, prior to renewal of pipe chairs. Access hatch coamings to 'tween deck space (p&amp;s) renewed.

**UPPER DECK:—**

Cargo hatch coamings Nos. 1, 3, 4 (p.s.) and Nos. 1, 3 (s.s.) renewed. Nos. 1, 4 (p.s.) and Nos. 1, 3 (s.s.) hatch lids renewed.

Bulwarks aft of forecastle front (s.s.) rail bar and bulwark bracket part renewed.

Bulwarks forward of poop front (p&amp;s) corner brackets to poop front renewed.

**POOP DECK:—**

4 plates renewed, 3 part renewed, 2 doubled.

Access hatch to steering flat fitted to Rule Requirements. (Scuttle hatch previously fitted).

**BOAT DECK:—**

2 plates renewed, 5 part renewed, 1 doubled.

**FUNNEL DECK:—**

4 plates renewed, 2 doubled.

**PUMP ROOM:—**

Forward bulkhead base plate and strake above part renewed.



T.S. "ESSO WANDSWORTH"

Page 4 Continued.

REPAIRS WEAR AND TEAR:-

(Continued).

PUMP ROOM:-

(Continued).

Aft bulkhead centre strake plating part renewed.

3 floors (s.s.) renewed, a number of top flanges renewed in welded flats.

Intercostals renewed 3(p.s.) 5(s.s.)

8 shell frames, 1 web frame, part renewed (s.s.).

CARGO TANKS:-NO.4 WING TANK PORT:-

15 shell frames part renewed.

Shell stringer part renewed.

2 deck beams renewed, 4 strapped.

NO.4 WING TANK STARBOARD:-

9 shell frames part renewed, 6 strapped.

1 web frame part renewed.

O.F. BUNKER SIDE TANKS:-

Longitudinal bulkheads (p.s.) part renewed.

SHELL FORMING POOP SIDE HOUSE CASINGS:-

2 plates (p.s.) 1 (s.s.) part renewed locally.

BOILER ROOM:-

Tank top plating in way dry tank (p.s.) part renewed (5 panels).

DRY TANK:- (Port side).

18 floors part renewed. 4 intercostals renewed, 18 part renewed.

21 floor stiffeners renewed.

Tank end between dry tank and cofferdam part renewed (p.s.)

MASTS AND RIGGING:- (Report attached).MAIN MAST:- Pittings in way electric cables welded up and doublers fitted.

Topmast backstays (p&amp;s), after stay, No.1 port rigging shroud renewed.

FORE MAST:- Topmast stay, p&s topmast back stays, Nos. 1, 2 p&s rigging shrouds, renewed. All rigging screws and shackles overhauled and placed in good condition.CLASSIFICATION ALTERATIONS:-

Longitudinal girders fitted under deck one port and one starboard on upper deck in wing tanks extending between frames 29 to 134 and one port and starboard on trunk deck between frames 38 to 134. Girder plates 7" deep x .44" with a 10" x .75" face plate all electric welded.

Upper deck girder 8'-6" from the longitudinal bulkhead and 9'-0" from centreline on trunk deck. Additional longitudinal girders fitted on bottom shell 6 in number.

Web plates of girders are fitted the full depth of floors, thickness .44" with 6" x .63" face plate all electric welded. The position of centre tank girders are 3'-10" and 11'-6" respectively from centreline (port and starboard) extending between frames 38 to 134 in line with existing girders in No.1 centre cargo tank. The position of the wing tank girder is 22'-6" from the centreline (port and starboard) extending between frames 36 to 134 in line with existing girder in No.1 wing tank.

ALTERATIONS:-

Starboard side of poop deckhouse increased in length aft, to be similar to port side.

Alterations have been carried out to boat deck house aft, providing additional accommodation.



SHIP'S NAME **ESSO WANDSWORTH** DATE OF DRILLING **JUNE 1957.**THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.  
The thicknesses are in hundredths of an inch.  
Drillings to be made in accordance with rules.

STRAKE		AMIDSHIPS						FORWARD						AFT						REMARKS
POSITION	Letter	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any					
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.				
Bridge Sheerstrake																				
Bridge Strake below								FOCLE SIDE						POOP SIDE						
Sheerstrake	H.	.75	.73	.71	.02	.04	.75	.73	.77	.02	-	.38	.41	.40	-	-				
1st Strake below	G.	.50	.52	.51	-	-	.50	.45	.47	.05	.03	.44	.41	.43	.03	.01				
2nd " "	F.	.50	.48	.45	.02	.05	.50	.50	.52	-	-									
3rd " "	E.	.56	.54	.50	.02	.06														
4th " "	D.	.56	.48	.47	.08	.09						.44	.39	.40	.05	.04				
5th " "	C.	.56	.55	.55	.01	.01	.63	.50	.50	.13	.13	.44	.38	.40	.06	.04				
6th " "	B.	.56	.55	.54	.01	.02	.63	.55	.55	.08	.08	.44	.40	.44	.04	-				
7th " "	A.	.56	.56	.58	-	-	.63	.65	.61	-	.02	.44	.43	.39	.01	.05				
8th " "	KEEL	.69	.68		.01		.69	.60		.09		.69	.62		.07					
9th " "		524	509	499			432	398	402			364	340	344						
10th " "																				
11th " "			97%	95%				92%	93%				91%	92%						
12th " "																				
																		11		

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS  
IN OIL TANKERS—IF DRILLED

STRAKE		N°1 FORWARD TANK CENTRE						N°7 AFTER TANK CENTRE						REMARKS
POSITION	Letter	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any				
			Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.			
Bridge Sheerstrake														
Bridge Strake below														
Sheerstrake	H	.75	.64	.67	.11	.08	.75	.74	.76	.01	—			
1st Strake below	G	.50	.45	.54	.05	—	.50	.56	.47	—	.03			
2nd " "	F	.50	.38	.22	.12	.28	.50	.40	.37	.10	.13			
3rd " "	E	.56	.54	.50	.02	.06	.56	.47	.45	.09	.11			
4th " "	D	.63	.57	.62	.06	.01	.56	.51	.53	.05	.03			
5th " "	C	.63	.56	.62	.07	.01	.56	.53	.51	.03	.05			
6th " "	B	.63	.57	.60	.06	.03	.56	.52	.50	.04	.06			
7th " "	A	.63	.53	.62	.10	.01	.56	.50	.46	.06	.10			
8th " "	KEEL	.69	.68		.01		.69	.65		.04				
9th " "		552	492	507			524	488	470					
10th " "			504	535										
11th " "			89%	92			93%	96%					11	
12th " "														
			91%	97%										

22 PLATES MARKED THUS  
RENEWED.  
ADJOINING PLATES DRILLED  
& FOUND TO BE SATISFACTORY.

**10 B Dugdale**  
Surveyor to Lloyd's  
Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length  
amidships and comparison with original thicknesses.

STATE EXACT FRAME STATIONS OF DRILLINGS

STRAKE	N°1 FORWARD CENTRE						N°7 AFT CENTRE						N°4 CENTRE MIDSHIPS.						REMARKS
	Original Thickness	Thickness by Drilling		Diminution if any		Original Thickness	Thickness by Drilling		Diminution if any		ORIGINAL THICKNESS	THICKNESS BY DRILLING		DIMINUTION IF ANY.					
		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.		Port	Stbd.	Port	Stbd.				
Stringer Plate UPPER DK	.50	.46	.42	.04	.08	.50	.51	.44	-	.06	.50	.50	.51	-	-				
1st Strake Inboard UPPER DK	.50	.44	.45	.06	.05	.50	.41	.48	.09	.02	.50	.46	.46	.04	.04				
2nd " UPPER DK	.50	.44	.51	.06	-	.50	.44	.48	.06	.02	.50	.49	.52	.01	-				
3rd TRUNK SIDE LOWER STRAKE	.50	.53	.52	-	-	.50	.53	.53	-	-	.50	.50	.52	-	-				
4th TRUNK SIDE UPPER STRAKE	.56	.57	.58	-	-	.56	.57	.56	-	-	.56	.57	.57	-	-				
5th TRUNK DECK "STRINGER"	.69	.68	.68	.01	.01	.69	.60	.62	.09	.07	.69	.67	.66	.02	.03				
6th TRUNK DECK "A" STRAKE	.50	.47	.52	.03	-	.50	.48	.48	.02	.02	.50	.48	.52	.02	-				
TRUNK DECK CENTRE STRAKE	.69	.69	-			.69	.60		.09		.69	.65		.04					

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.