

Rpt. 8 /R.

Date of writing Report

Survey held at South Shields

When handed in at Local Office

5 JUL 1957

Port NEWCASTLE ON TYNE

No. 114465

No. of Visits 46

Received London 10 JUL 1957

First Date 3-12-1956

Last Date 27-6-1957

# REPORT OF SHIP SURVEYS AND REPAIRS

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

No. in R.B. 09762  
91110

on the ~~Steel~~ **Steel**

T.S. "ESSO WANDSWORTH"

Built at Duluth, Minnesota, U.S.A.

By Whom Barnes Duluth Shipbuilding Co.

Tons gross 4352  
Year 1943  
Month -

Owners Esso Petroleum Co., Ltd.

Owners' address -  
(If not already in R.B.)

Managers -

Port of Registry London

Surveyed Afloat or in Drydock Both

Name of Dock Brigham & Cowan

Date of last examn. in Drydock 6 - 1957

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No.

To be filled in at Head Office.

Port

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

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.

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 3/4 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 91/82; 81/82 and 85/86; 85/86 and 95/96; 95/96 and 103/104; 106/107 and 110/111

'A' & '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' & '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		Good				Good		
Removed and Faired or Repaired		Good				Good		
Faired or Repaired in place		Good				Good		

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)

H.P. URWIN + W.B. DUGDALE  
Surveyors to Lloyd's Register of Shipping  
M. DONALDSON

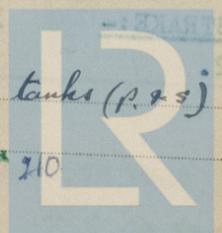
Date of Committee FRIDAY 9 AUG 1957

Minute 100A1 Carrying Petroleum in Bulk except in Nos 1 & 4 side tanks (P. 2 & 3)

DS 6.57  
SS Nwc. 6.57 (Dr.)  
Classed 6.57  
LACR

LS CL (P) 8.56  
(S) 12.56

Noted for Header



Lloyd's Register Foundation

2800-554735-0082 1/4

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes	Yes
Rudder lifted	No	A.P.	Yes	Yes
Weather Decks, Superstructures and Casings	Yes	D.R. Tanks	Yes	Yes
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	None	None
Holds	None	Deep Tanks	None	None
'Tween Decks	Yes	Oil Fuel Bunkers <del>XXXXX</del> (Side Bunkers)	Yes	Yes
Fore Peak Spaces	Yes	Side Tanks	/	/
After " "	Yes	Wing Tanks	/	/
Engine Space	Yes	Other Tanks	/	/
Boiler	Yes	Cargo Tanks (Tankers)	Yes	Yes
Under Engines and Boilers	Yes			
Tunnel and Well	None	Cofferdam/ (Aft)	Yes	Yes
Coal Bunkers	None			
Chain Locker	Yes	Pump Room/ (Forward)	Yes	Yes
Other Spaces	Yes			
				Yes
				Yes
				Yes

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 cement in bottom been examined? **Yes**  
 Has steelwork had rust removed and afterwards been recoated as necessary? **Yes**  
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? **Yes (Domestic Refrig. Compt.)**  
 Has a Load Line Survey been held? **Yes** If so, state which **New Freeboard Assignment**  
 Have the shell and deck plating been drilled as per Rule? **Yes** If so, Report 8(Dr) to be attached **Yes**  
**Also shell plating Dk plating & internal structure drilled & gauged as considered necessary**  
 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 & 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 and closing appliances	Good	Condition, how ascertained (State if wedges removed)	By Examination (See Report attached)
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Good
Beams and Fastenings	Good	Shell Openings	Good	EQUIPMENT	
Frames	Good	Ash Shoots	None	Equipment Letter	x
Reverse Frames	Good	Overboard Discharges and Scuppers	Good	Anchor, No. of	3B 1S Condition Good
Longitudinals	None	Freeing ports (Open Rails)	Good	Cables (State if now ranged and examined)	Yes
Transverses	Good	Steering Gear (Main and Auxiliary) examined and found	Good	" length 273F mean diam. 1 1/16"	
Floors	Good	Windlass examined and found	Good	" (on board) 270f Size 1 1/16"	
Keelsons	Good	Pumps	Good	" Rule Length	Sufficient & Good
Stringers	Good	W.T. Doors	None	Hawsers and Warps	All anchors & cables tested
Inner Bottom Plating	Good			State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	See Report
Bulkheads and Tunnel	Good				

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? **None** See Below

REMARKS, 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 \_\_\_\_\_  
 Special Damage or Repair Fee (if any) \_\_\_\_\_  
 Travelling Expenses (if chargeable) \_\_\_\_\_  
 Second Surveyor's Fee (if any) \_\_\_\_\_  
 Date when A/c. Rendered \_\_\_\_\_  
 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:—** Athwartship 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&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&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&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.



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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.

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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	POSITION	Letter	AMIDSHIPS				FORWARD				AFT				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.	Port	Stbd.	Port	Stbd.
Bridge Sheerstrake																		
Bridge Strake below																		
Sheerstrake		H.	.75	.73	.71	.02	.04	.75	.73	.77	.02	-	.75	.77	.76	-	-	
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	.68	.01		.69	.60	.60	.09		.69	.62	.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	POSITION	Letter	N°1 FORWARD TANK CENTRE				N°7 AFTER TANK CENTRE				REMARKS			
			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														
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	.68	.01		.69	.65	.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.

**W.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	POSITION	Letter	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.	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		.50	.53	.52	-	-	.50	.53	.53	-	-	.50	.50	.52	-	-	
4th " "	LOWER STRAKE		.56	.57	.58	-	-	.56	.57	.56	-	-	.56	.57	.57	-	-	
5th " "	UPPER STRAKE		.69	.68	.68	.01	.01	.69	.60	.62	.09	.07	.69	.67	.66	.02	.03	
6th " "	TRUNK DECK		.50	.47	.52	.03	-	.50	.48	.48	.02	.02	.50	.48	.52	.02	-	
	"A" STRAKE		.69	.69	.69	-	-	.69	.60	.60	.09		.69	.65	.65	.04		

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

44 4 428 437      44 4 414 419      44 4 432 441  
 96% 98%      93% 95%      97% 99%

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