

Rpt. 8

Date of writing Report

11th December 1957

When handed in at Local Office

26th December 1957

Port

Received London

6 - JAN 1958

No.

12313

Survey held at

Marseilles

No. of Visits

26

First Date

4th Nov. 1957

Last Date

11th Dec. 1957

## 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.

09608

S.S.

"ESSO BRETAGNE"

Montegumma Castle 108

on the Iron or Steel

M.S.

Tons gross

10824

Year

1944

Month

✓

Built at

Southland, Oregon

By Whom

Laird Co. Inc.

Owners

Esso Standard Oil Co. Inc. - Louisiana

Owners' address

(If not already in R.B.)

Managers

Port of Registry

HAVRE

Surveyed Afloat or in Drydock

Both

Name of Dock

MSL no 7 Dry Dock

Date of last exam. in Drydock

10th Nov/57

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

Last Report: No.

9813

Port

Hav

To be filled in at Head Office.

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.

Give dates and references to any letters relating to this Report

Class (H) 28-8-57 and 8-11-57

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

Services stated not required

Freeboard as marked on ship and now verified

2813 ft m/w ins

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

The Underwriter's Surveyor.

EXAMINATION AND REPAIRS AS PER RULE FOR

SPECIAL SURVEY (Dr) DOCKING SURVEY, WEAR &amp; TEAR REPAIRS and

DAMAGE REPAIRS stated carried out on account of bottom and side plating damage alleged to have been sustained on various dates between June 1955 and October 1957. Extracts of log book exd.

- (1) on the 11th Dec. 1956, whilst on passage La Pallice - Antès, to S.S. shell plating in way of cargo tanks nos 1-2 on account of heavy contact with lock wall when sailing from La Pallice;
- (2) on the 4th Dec 1956, whilst on passage Antès - Le Havre, to bottom shell plating in way of cargo tanks stated on account of contact with sea bottom in By Roads between La Pallice and Verdon;
- (3) on the 13th Dec 1956, whilst on passage Antès - Le Havre, to bulkheads and shell in way of cargo tanks stated on account of heavy weather and previous contact in By Roads;
- (4) on the 9th Nov. 1957, whilst on passage Le Havre - Antès, to p.s. shell plating in way of cargo tanks stated on account of heavy contact with quay wall when berthing at Antès;
- (5) on the 20th Apr. 1957, whilst on passage Antès - Le Havre, to bottom shell plating in way of cargo tanks stated on account of heavy contact with sea bottom whilst sailing from Antès;
- (6) on the 21st May 1957, whilst on passage Le Havre - Antès, to p.s. shell plating in way of tanks nos 2, 3 and 4 on account of heavy contact with moorings at Antès due to wind and currents;
- (7) on the 13th June 1957, whilst on passage Le Havre - Antès, to p.s. shell plating aft of no 8 cargo tank on account of heavy contact with quay wall at Antès due to winds and currents;
- (8) date and place not stated: indent in no 9 plate from aft in board below

CONTINUATION OVER SHEET 2

## SUMMARY OF DAMAGE REPAIRS

|                                | Shell Plates                  | Frames | R. Frames | Floors and Bracket Floors | Inner Bottom Plates | Deck Plates | Beams | Other Items |
|--------------------------------|-------------------------------|--------|-----------|---------------------------|---------------------|-------------|-------|-------------|
| Renewed                        | 13 together with long. in way | ✓      | ✓         | ✓                         | ✓                   | ✓           | ✓     | ✓           |
| 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?

yes

Is Classification Certificate required? If so, to be sent to

yes to this office Hs/12

Has Interim Certificate been issued?

yes, copy herewith

## 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".

All the requirements of a Special Survey (Dr) and Docking Survey have been carried out and this tanker in my opinion is eligible to remain as classed in the Register Book and to have the notation of Special Survey Dr MSL 12/57 and the record of Docking date DS 11/57.

Endorsement: Indents in shell side plating p.s. f and p.s. a.

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

Note + write MSL (m) (n)

DS 11/57 without spl. edn. (with endorsement)

S.S. MSL 12/57 (Dr.) CS 12/57

Noted for Header

MBS 12/57 SPS 12/57 TS 11/57

CERTIFICATE WRITTEN

010289-010293-0223 1/3



© 2021

Lloyd's Register Foundation



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING SURVEY &amp; SPECIAL SURVEY (DR)

| Items  | Now Examined<br>YES NO<br>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  | yes                               | A.P. "   | yes                            | yes        |
| Weather Decks, Superstructures and Casings                                     | yes                               | D.B. Tanks (Indicate Oil Fuel and Cofferdams)                          | all D.B. (F.W.) and Cofferdams | yes        |
| Hatchways, Covers, closing and securing appliances                             | yes                               | Fresh Water Tanks  | yes                            | yes        |
| Ventilator coamings, skylights, companionways and closing appliances           | yes                               | Deep Tanks   | O.F., yes, p.s.                | yes, p.s.  |
| Holds  | yes                               | Oil Fuel Bunkers and Settling Tanks                                    | yes, p.s.                      | yes, p.s.  |
| Tween Decks  | ✓                                 | Side Tanks   | ✓                              | ✓          |
| Fore Peak Spaces   | yes                               | Wing Tanks   | ✓                              | ✓          |
| After " "  | yes                               | Other Tanks  | ✓                              | ✓          |
| Engine Space   | yes                               | Cargo Tanks (Tankers)  | yes: all                       | yes: all   |
| Boiler   | yes                               | Cofferdams   | fwd & aft                      | yes        |
| Under Engines and Boilers  | yes                               | Pump Rooms   | yes                            | ✓          |
| Tunnel and Well  | ✓                                 |  |                                |            |
| Coal Bunkers   | ✓                                 |  |                                |            |
| Chain Locker   | yes                               |  |                                |            |
| Other Spaces <i>bridge, poop</i>   | yes: all                          |  |                                |            |
|  |                                   | Have Tanks now Examined been Cleaned as Necessary?                     | yes                            | yes        |
|  |                                   | Have Struts in Cargo Tanks (of Tankers) been removed?                  | yes                            | yes        |
|  |                                   | Have Tanks been Retested as necessary after completion of any Repairs? | 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? *✓*Have the bilges been cleaned out and examined? *✓*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? *✓*Has a Load Line Survey been held? *yes* If so, state which *General*Have the shell and deck plating been drilled as per Rule? *yes*Have any alterations to the approved scantlings and arrangements now been effected? *no*If so, Report 8(Dr) to be attached *yes*If so, report details in body of Report. *✓*

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                          | ✓    | Sluice Valves examined and found                     | ✓          |
| " " in way of side scuttles                  | good | Cement or Asphalt                                  | ✓    | 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) | from aloft |
| Coamings and Casings                         | good | Companionways and Skylights                        | good | Chain Locker   | good       |
| Beams and Fastenings                         | good | Shell Openings                                     | ✓    |  |            |
| Frames                                       | good | Ash Shoots   | ✓    |  |            |
| Reverse Frames                               | ✓    | Overboard Discharges and Scuppers                  | ✓    |  |            |
| Longitudinals                                | good | Freeing ports                                      | ✓    |  |            |
| Transverses                                  | good | Steering Gear (Main and Auxiliary)                 | good |  |            |
| Floors                                       | good | examined and found                                 | good |  |            |
| Keelsons                                     | good | Windlass examined and found                        | good |  |            |
| Stringers                                    | good | Pumps  | good |  |            |
| Inner Bottom Plating <i>in E.R.</i>          | good | W.T. Doors   | ✓    |  |            |
| Bulkheads and Tunnel                         | good |  |      |  |            |

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? *yes*

See Below

A) Delete: Set up heel pty in way of cargo tks and (B) Note: Indents in side shell pty p.s.s.s.a.

REMARKS, REPAIRS, Etc. (Contd.)

REPAIRS (not effected) for DAMAGE: The following plates have been renewed: for Damage (2) &amp; (5) above: C 5 s.s. and C 6 (part) s.s.; B 11 &amp; 12 s.s. also A 11 p.s. &amp; K 11, K 12 for Damage (6) &amp; (7) above: H 14 &amp; 15 (part) &amp; 14 &amp; 15 part on starboard side.

REPAIRS (not effected) for W.T.: in addition to the above the following plates set up and/or badly corroded internally have been renewed (see repairs plan no. E 5430 copy hereunder): FK: 8-9-10-13-14 &amp; 15; A p.s.: 7-9-10-12-13; A s.s.: 7-9-10-11-12-13; B p.s.: 11-12-13-14 and B s.s.: 13-14 (Cont. sheet 2)

Plates corroded internally at faces have been dealt with by Electric Welding.

Survey Fee *no* 395.500 Second Surveyor's Fee (if any)Special Damage or Repair Fee (if any) *no* 300.00 Date when A/c. Rendered *4.12.57*Travelling Expenses (if chargeable) *no* 162.00

Rpt. 9a.

Port of *Marseilles*Continuation of Report No. *12313*dated *10th December 1957*

on the

Tanker "ESSO BRETAGNE"

10,821 tons gross, of *HAVRE*

REMARKS, REPAIRS, ETC. (Cont. from Sheet 1)

- (1) Shell plating renewals (Cont.) see plan E 5430 hereunder; in centre cargo tanks nos 2-3-4-5-6-7-8 & 9: bottom plate FK 9-10-13-14-15 (corroded and set up (previously kept under observation) B 13 & 14 s.s. and B 11-12 13 & 14 p.s. (not found heavily corroded) and A 7 s.s. and A 9 p.s. were found holes through corrosion. In main cargo tanks nos 2-3-4-5-6-7 & 8 p.s. and 9 s.s. the following plates found corroded locally under strum boxes and at various places have been built up in deep pits of corrosion by electric welding B 8 p.s., C 7-8-9-10-11-12 & 13 p.s.; the doubling plates previously fitted by E.W. to strakes A p.s. have now been replaced by riveted doublings in way of the present renewals of bottom shell plating.
- (2) Rudder: Rudder lifted, polisher bearing overhauled & refitted throughout; both top & bottom rudder pintles lined renewed; Rudder plates p.s. partly renewed at top.
- (3) Internals: Approx. one hundred cracks in bulkheads and internal members plating repaired by E.W. and/or E.W. doublers. Twenty plug drilling plates and their flugs renewed.
- (4) Bulkheads: The shell and deck plating drill and/or audigage tested as shown on Rpt 8 (Dr) attached hereto and on plan no E 5435 hereunder. Bulkheads and main internal members in cargo tanks drill/audigage tested and found remaining generally efficient and showing percentages of wastage from 18 to 30% at top and from 13 to 16% at bottom in longitudinal B'hd and from 14 to 24% at top and from 6 to 14% at bottom in transverse B'hd and wastage from 15 to 28% at top and from 10 to 20% at bottom in deep frames and from 10 to 15% in deep floors and keelsons.

NOTE: All longitudinal in way of bottom plating renewals not effected have been renewed the plugs having been prefabricated by bottom weld.

- (5) Deck arrangements: Smudges of village hole coaming and cores have been renewed also the jointing material of all hatchcovers and the securing welded flats as above. Gasline piping also ventilator coamings have been repaired.
- (6) Pumping arrangements: All (3 in no) main cargo pumps and (2 elect + 1 steam) auxiliary (shipping) pumps overhauled and refitted throughout. Several lengths of cargo piping renewed and the whole tested under working conditions.
- (7) Windlass and steering gear & their connections examined and refitted throughout. Anchor cables removed to ship and cleaned, examined and reworked.
- (8) Fire extinguishing arrangements: found on floor in good condition & in accordance with Rule requirements & as far as applicable and tested as necessary in accordance with National Regulatory requirements.

R.F.



SHIP'S NAME ESSO-BRETAGNE DATE OF DRILLING November 1957  
in Montreux Castle 48.

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.

The thicknesses are in hundredths of an inch millimeters.Drillings to be made in accordance with rules. See plan E-5445a herewith.

| 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.                 | Port                  | Stbd.             |     |                                  |  |  |         |
| Bridge Sheerstrake  | N      | 14.9                      | ✓                     | ✓    | ✓                 | ✓    | 11.1               | 11.0                  | 11.1  | 0.1               | ✓     | 10.6                 | 11.5                  | 11.5                  | ✓                 | ✓   | Increased to 32.0 at bridge ends |  |  |         |
| Bridge Strake below | M      | 14.9                      | 15.2                  | 15.0 | ✓                 | ✓    | 11.1               | 11.3                  | 11.4  | ✓                 | ✓     | 10.6                 | 11.3                  | 10.9                  | ✓                 | ✓   |                                  |  |  |         |
| Sheerstrake ...     | K      | <del>32.0</del>           | 30.7                  | 29.8 | 1.3               | 2.2  | 18.3               | 18.3                  | 18.1  | 0                 | 0.2   | 12.4                 | 18.3                  | 17.8                  | ✓                 | ✓   |                                  |  |  |         |
| 1st Strake below    | J      | 19.5                      | 16.8                  | 16.9 | 2.7               | 2.6  | 15.2               | 14.8                  | 15.0  | 0.4               | 0.2   | 15.7                 | 14.0                  | 14.1                  | 1.7               | 1.6 |                                  |  |  |         |
| 2nd " "             | H      | 16.7                      | 14.3                  | 15.2 | 2.4               | 1.5  | 14.0               | 14.4                  | 13.4  | ✓                 | 0.6   | 14.0                 | 15.7                  | 14.7                  | ✓                 | ✓   |                                  |  |  |         |
| 3rd " "             | G      | 16.7                      | 13.7                  | 15.5 | 3.0               | 1.2  | 14.0               | 12.6                  | 12.4  | 1.4               | 1.6   | 16.2                 | 13.2                  | 13.2                  | 3.0               | 3.0 |                                  |  |  |         |
| 4th " "             | F      | 16.7                      | 14.7                  | 15.8 | 2.0               | 0.9  | 14.0               | 14.6                  | 12.5  | ✓                 | 1.5   | 13.7                 | 11.6                  | 12.6                  | 2.1               | 1.1 |                                  |  |  |         |
| 5th " "             | E      | 20.4                      | 20.0                  | 19.2 | 0.4               | 1.2  | 14.7               | 14.6                  | 15.3  | 0.1               | ✓     | D                    | letters omitted       |                       |                   |     |                                  |  |  |         |
| 6th " "             | D      | 20.4                      | 19.0                  | 19.5 | 1.4               | 0.9  | D - letter omitted |                       |       |                   | E     |                      |                       |                       |                   |     |                                  |  |  |         |
| 7th " "             | C      | 19.3 <sup>19.6</sup>      | 17.4                  | 17.2 | 1.9               | 2.1  | 19.5               | 18.5                  | 18.9  | 0.8               | 0.4   | 17.2 <sup>15.5</sup> | 14.2                  | 14.5                  | 3.0               | 2.7 |                                  |  |  |         |
| 8th " "             | B      | 19.3 <sup>19.6</sup>      | 14.5                  | 19.5 | ⊕                 | ⊕    | 19.3               | 18.0                  | 18.5  | 1.3               | 0.8   | 16.0 <sup>15.5</sup> | 15.3                  | 15.3                  | 0.7               | 0.7 | ⊕ None removed                   |  |  |         |
| 9th " "             | A      | 19.3 <sup>19.6</sup>      | 19.5                  | 19.5 | ⊕                 | ⊕    | 19.3               | 18.7                  | 18.4  | 0.6               | 0.9   | 16.2 <sup>16.7</sup> | 19.7                  | 16.3                  | ✓                 | ✓   | ⊕ do                             |  |  |         |
| 10th " Deck         | R      | 21.3                      | 21.5                  | ✓    | ⊕                 | ✓    | 21.3               | 18.8                  | ✓     | 2.5               | ✓     | 21.3                 | 20.5                  | ✓                     | ✓                 | ✓   | ⊕ do                             |  |  |         |
| 11th " "            |        |                           |                       | ✓    |                   |      |                    |                       | ✓     |                   |       |                      | ✓                     |                       |                   |     |                                  |  |  |         |
| 12th " "            |        |                           |                       |      |                   |      |                    |                       |       |                   |       |                      |                       |                       |                   |     |                                  |  |  |         |
| Frame stations:     |        | End of No 5 Tanks aft Bld |                       |      |                   |      |                    | Aft of F.P.T Bld.     |       |                   |       |                      |                       | End of A.P. Tank Bld. |                   |     |                                  |  |  |         |

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

| STRAKE              |                      | FORWARD TANK              |                       |       |                   |       |                    | AFTER TANK                 |       |                   |       |                                 |  | 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         | K                    | <sup>24.4</sup><br>20.5   | 18.5                  | 17.5  | 2.0               | 3.0   | 32.5               | 30.4                       | 30.0  | 2.1               | 2.5   | increased to 32.0 at poop ports |  |         |
| 1st Strake below    | J                    | <sup>16.7</sup><br>15.2   | 15.8                  | 13.8  | ✓                 | 1.4   | 19.5               | 15.8                       | 18.4  | 3.7               | 1.1   |                                 |  |         |
| 2nd " "             | A                    | 15.2                      | 15.2                  | 12.2  | 2.0               | 3.0   | 16.7               | 14.6                       | 14.5  | 2.1               | 2.2   |                                 |  |         |
| 3rd " "             | G                    | 15.2                      | 12.0                  | 11.5  | 3.7               | 4.2   | 16.7               | 15.9                       | 15.5  | 0.8               | 1.2   | 4.2 } local                     |  |         |
| 4th " "             | F                    | 15.2                      | 12.3                  | 11.2  | 2.9               | 4.0   | 16.7               | 15.3                       | 15.3  | 1.4               | 1.4   | 4.0 }                           |  |         |
| 5th " "             | <sup>16.7</sup><br>E | 18.5                      | 15.2                  | 15.2  | 3.2               | 3.2   | E 20.4             | 18.9                       | 19.6  | 1.5               | 0.8   |                                 |  |         |
| 6th " "             | D                    | 16.7                      |                       |       |                   |       | D 20.4             | 18.3                       | 19.8  | 2.1               | 0.6   |                                 |  |         |
| 7th " "             | C                    | <sup>19.6</sup><br>19.3   | 17.8                  | 16.7  | 1.5               | 2.6   | 19.3               | 15.0                       | 17.3  | 4.3               | 2.0   |                                 |  |         |
| 8th " "             | B                    | <sup>19.6</sup><br>19.3   | 17.4                  | 15.9  | 1.9               | 3.4   | 19.3               | 17.8                       | 17.9  | 1.5               | 1.4   |                                 |  |         |
| 9th " "             | A                    | <sup>19.6</sup><br>19.3   | 17.0                  | 15.2  | 2.3               | 3.8   | 19.3               | 16.0                       | 17.7  | 3.3               | 1.6   |                                 |  |         |
| 10th Deck           | K                    | 21.3                      | 18.0                  |       | 3.3               |       | 21.3               | 20.0                       |       | ⊕                 |       | ⊕ not renewed                   |  |         |
| 11th " "            |                      |                           | ✓                     |       |                   |       |                    | ✓                          |       |                   |       |                                 |  |         |
| 12th " "            |                      |                           |                       |       |                   |       |                    |                            |       |                   |       |                                 |  |         |
| Frame Stations:     |                      | Aft of No 1 Tanks fwd Bld |                       |       |                   |       |                    | End of No 9 Tanks aft Bld. |       |                   |       |                                 |  |         |

Drillings satisfactory

14.1.58

*[Signature]*  
 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             |     | FORWARD   |                       |       |                   |       |                    | AFT                   |       |                   |       | 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. |                                   |
| Stringer Plate ... | E   | 21.0  | 20.2                  | 25.0  | ✓                 | ✓     | 21.0               | 22.4                  | 22.8  | 1.6               | 1.4   | increased to 1.5 in way of bridge |
| 1st Strake Inboard | D   | 21.0  | 19.3                  | 20.0  | 1.7               | 1.0   | 21.0               | 18.8                  | 18.7  | 2.2               | 2.3   |                                   |
| 2nd    "       "   | C   | 21.0  | 19.2                  | 19.0  | 1.8               | 2.0   | 21.0               | 19.4                  | 19.4  | 1.6               | 1.6   |                                   |
| 3rd    "       "   | B   | 21.0  | 18.2                  | 18.5  | 2.8               | 2.5   | 21.0               | 20.7                  | 19.6  | 0.3               | 1.4   |                                   |
| 4th Centre line    | A   | 21.0  | 20.6                  | 0.4   | 21.0              | 19.3  | 1.7                |                       |       |                   |       |                                   |
| 5th    "       "   | ... |   |                       |       |                   |       |                    |                       |       |                   |       |                                   |
| 6th    "       "   | ... |   |                       |       |                   |       |                    |                       |       |                   |       |                                   |
| Frame stations:    |     | End of No 7 Tanks aft Bld    End of No 2 Tanks aft Bld. |                       |       |                   |       |                    |                       |       |                   |       |                                   |

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