

Rpt. 8

Date of writing Report 11th December 1957 When handed in at Local Office 26th December 1957 Received London 6 - JAN 1958 No. 12313

Survey held at Marseilles No. of Visits 26 First Date 4th Nov. 1957 Last Date 1st Dec. 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.R. 09608 on the Iron or Steel S.S. "ESSO BRETAGNE" by Monteguma Castle 108 Tons gross 10824
Built at Southland, Oregon By Whom Kaiser Co. Dec. When Year 1944 Month
Owners Eho Standard Ice Anon. Lancia 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 10/11/57

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

Last Report: No. 9813 Port Hav

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.

Table with columns: SHIP'S CLASS, Date of Special and of Drydocking Surveys, etc., Machinery. Includes entries like 100A1, Carrying Petroleum in Bulk, SS 2/57, DS 11/56, LHC 2/53, CS Steam, MBS 11/56, TS 11/56.

Give dates and references to any letters relating to this Report. Classm(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. 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 & 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. (1) on the 1st Dec. 1956, whilst on passage Sa Pallice - Antibes, to p.s. shell plating in way of cargo tanks no 1-2 on account of heavy contact with rock wall when sailing from Sa Pallice; (2) on the 4th Dec 1956, whilst on passage Antibes - Le Havre, to bottom shell plating in way of cargo tanks stated on account of contact with sea bottom in By Roads between Saullac and Verdun; (3) on the 13th Dec 1956, whilst on passage Antibes - 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 - Antibes, to p.s. shell plating in way of cargo tanks stated on account of heavy contact with quay wall when berthing at Antibes; (5) on the 20th Nov. 1957, whilst on passage Antibes - Le Havre, to bottom shell plating in way of cargo tanks stated on account of heavy contact with sea bottom whilst sailing from Antibes; (6) on the 21st Nov 1957, whilst on passage Le Havre - Antibes, to p.s. shell plating in way of tanks nos 2, 3 and 9 on account of heavy contact with moorings at Antibes due to wind and currents; (7) on the 13th June 1957 whilst on passage Le Havre - Antibes, to p.s. shell plating aft of no 8 cargo tank on account of heavy contact with quay wall at Antibes due to winds and currents; (8) date and place not stated: indent in no 9 plate from aft in rd below been struck on p.s.

SUMMARY OF DAMAGE REPAIRS table with columns: Shell Plates, Frames, R. Frames, Floors and Bracket Floors, Inner Bottom Plates, Deck Plates, Beams, Other Items. Renewed 13 together with long. in way.

Has a Survey also been held on machinery of the Ship? yes no. Is Classification Certificate required? If so, to be sent to this office MSL(2). 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. 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 MBS 12/57 SPS 12/57 TS 11/57 CERTIFICATE WRITTEN



TABLE 1

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

Items	Now Examined		Tanks	Now Examined Internally		Now Tested
	YES	NO or NONE		YES	NO	
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	yes	no	F.P. Tank	yes	yes	
Rudder lifted	yes	no	A.P. "	yes	yes	
Weather Decks, Superstructures and Casings	yes	no	D.B. Tanks (Indicate Oil Fuel and Cofferdams)	all D.B. (F.W.) and Cofferdams	yes	
Hatchways, Covers, closing and securing appliances	yes	no	Fresh Water Tanks	yes	yes	
Ventilator coamings, skylights, companionways and closing appliances	yes	no	Deep Tanks	Of., y/o, p.s.	yes, p.s.	
Holds	yes	no	Oil Fuel Bunkers and Settling Tanks	yes, p.s.	yes, p.s.	
Tween Decks	✓		Side Tanks	✓		
Fore Peak Spaces	yes	no	Wing Tanks	✓		
After " " "	yes	no	Other Tanks	✓		
Engine Space	yes	no	Cargo Tanks (Tankers)	yes: all	yes: all	
Boiler	yes	no	Cofferdams	fwd & aft	yes	
Under Engines and Boilers	yes	no	Pump Rooms	yes	✓	
Tunnel and Well	✓					
Coal Bunkers	✓					
Chain Locker	no					
Other Spaces <i>midgy, loop</i>	yes	all				
Have Tanks now Examined been Cleaned as Necessary? <input checked="" type="checkbox"/> yes						
Have Struts in Cargo Tanks (of Tankers) been removed? <input checked="" type="checkbox"/> yes						
Have Tanks been Retested as necessary after completion of any Repairs? <input checked="" type="checkbox"/> yes						

Have the spaces now surveyed been cleared and cleaned as necessary? no

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? no

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

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 & 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	✓	EQUIPMENT	
Frames	good	Ash Shoots	✓	Equipment Letter	gt
Reverse Frames	✓	Overboard Discharges and Scuppers	✓	Anchors, No. of <i>2B</i> 1st. Condition	good
Longitudinals	good	Freeing ports	✓	Cables (State if now ranged and examined)	no
Transverses	good	Steering Gear (Main and Auxiliary) examined and found	good	" length <i>24</i> lengths mean diam. <i>2"</i> 1/8	
Floors	good	Windlass examined and found	good	" Rule Length <i>22</i> lengths Size <i>2 1/2</i> 1/16 sq	
Keelsons	good	Pumps " " "	good	Hawsers and Warps <i>complete and in order</i>	
Stringers	good	W.T. Doors " " "	✓	State if any Anchors or Chain Cable have now been supplied or retested, if so,	no
Inner Bottom Plating <i>in E.R.</i>	good			complete Report <i>8(Eg)</i> and attach.	✓

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? no

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

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

REPAIRS (not affected) for W.A.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):
 F.K.: 8-9-10-13-14 & 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* 30.000 Date when A/c. Rendered *4.12.57*

Travelling Expenses (if chargeable) *no* 162.00

Rpt. 9a. *Marseilles* Port of *Marseilles* Continuation of Report No. *12313* dated *10th December 1957* on the

Tanker "ESSO BRETAGNE" 10,824 tons gross, of *HAVER*.
 REMARKS, REPAIRS, ETC... (Cont. from Sheet 1)

- (1) Shell plating renewals (cont.) see plan E 5430 hereunder; Six 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 B & 14 p.s. (not found heavily corroded) and A 7 s.s. and A 7 p.s. were found hoded through corrosion. The main cargo tanks nos 2-3-4-5-6-7 & 8 p.s. and 9 s.s. the following plates found corroded locally under stem 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 not been replaced by riveted doublings in way of the present renewals of bottom shell plating.
- (2) Rudder: Rudder lifted, pedestal 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 repaired by E.W. and/or E.W. doublers. Twenty plug doubling plates and their flaps 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 9 to 16% at bottom in lower B'hd and from 14 to 24% at top and from 6 to 14% at bottom in trailer B'hd and wastage from 15 to 28% at top and from 10 to 20% at bottom in deep pans and keelsons.

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

- (5) Deck arrangements: Smaller of plating in way of coaming and covers have been renewed also the jointing material of all hatch covers and the securing welded flats as necessary. Gasline piping also ventilator coamings have been repaired.
- (6) Pumping arrangements: All (3 nos) 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) Windlasses and steering gears & their connections examined and refitted throughout. Anchor cables removed to shop and cleaned, examined and recoated.
- (8) Fire extinguishing arrangements: found or fixed in good condition & in accordance with Rule requirements where applicable and tested as necessary in accordance with National Regulatory requirements.



SHIP'S NAME ESSO-BRETAGNE DATE OF DRILLING November 1957
ex Montecuma 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 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.	
Bridge Sheerstrake	N	14.9	✓	✓	✓	✓	11.1	11.0	11.1	0.1	✓	10.6	11.5	11.5	✓	✓				
Bridge Strake below	M	14.9	15.2	15.0	✓	✓	11.1	11.3	11.4	✓	✓	10.6	11.3	10.9	✓	✓				
Sheerstrake ...	K	22.0 20.7	20.7	20.8	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			increased to 22.0 at bridge ends	
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								
6th " "	D	20.4	19.0	19.5	1.4	0.9	D - letter omitted				E	letter omitted								
7th " "	C	19.3	17.4	17.2	1.9	2.1	19.5	18.5	18.9	0.8	0.4	17.2	14.2	14.5	3.0	2.7				
8th " "	B	19.3	19.5	19.5	⊕	⊕	19.3	18.0	18.5	1.3	0.8	16.0	15.3	15.3	0.7	0.7			⊕ not renewed	
9th " "	A	19.3	19.5	19.5	⊕	⊕	19.3	18.7	18.4	0.6	0.9	16.2	19.7	16.3	✓	✓			⊕ do	
10th " Steel	R	21.3	21.5	✓	⊕	✓	21.3	18.8	✓	2.5	✓	21.3	20.5	✓	✓	✓			⊕ do	
11th " "																				
12th " "																				
Frame stations:		Aft of no 1 Tanks aft Bld				Aft of P.T. Bld.				Aft of A.P. Tank Bld.										

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

STRAKE POSITION	Letter	FORWARD TANK				AFTER TANK				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.
Bridge Sheerstrake	✓		✓		✓		✓		✓		✓			
Bridge Strake below	✓						✓							
Sheerstrake	K	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	15.2	15.2	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 " "	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	19.3	17.8	16.7	1.5	2.6	19.3	15.0	17.3	4.3	2.0			
8th " "	B	19.3	17.4	15.9	1.9	3.4	19.3	17.8	17.9	1.5	1.4			
9th " "	A	19.3	17.0	15.2	2.3	3.8	19.3	16.0	17.7	3.3	1.6			
10th " Steel	K	21.3	18.0	18.0	3.3		21.3	22.0		⊕				⊕ not renewed
11th " "														
12th " "														
Frame stations:		Aft of no 1 Tanks aft Bld				Aft of no 2 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	Letter	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.		Port	Stbd.
Stringer Plate ...	E	21.0	26.2	25.0	✓	✓	21.0	22.4	22.8	1.6	1.4			increased to 1.15 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:		Aft of no 1 Tanks aft Bld				Aft 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.