

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19th Dec. 1953 When handed in at Local Office 25th Dec. 1953 Port of MarseillesNo. in Reg. Book. Survey held at Marseilles Date, First Survey 25th Nov. Last Survey 9th December 19 53 (No. of Visits 12)09196 on the Wood, Iron or Steel tanker "ESSO BRETAGNE"Built at Portland, Or. By whom Kaiser Co. Inc. When 1944GROSS 10448 Owners Esso Standard Soc. Union. Francaise Owners' Address UNDER DK. Managers Port belonging to HaarlemNET 6301 Surveyed Afloat or in Dry Dock? Both Name of Dock Floating D.D. Destined Voyage Cell/D/Bor/D/Ba feet; uE & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet. tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 11418 Port MSL

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined Offeredto Master, not required. Was a damage report made by anyone else? if so, by whom? Not knownREPAIRS, OR EXAMINATION AS PER RULE, FOR Docking, completion Special Survey Hull Strengthening, Damage and Renewal Freeboard Survey.

Docking how Done. Ship placed in drydock. Bottom and rudder cleaned examined and recoated. Examined decks, casings, coamings, hatchways, hatches, air and sounding pipes, ventilators, closing appliances, scuppers, discharges, windlass, steering gear, masts, rigging, general equipment and machinery space. Ship undocked 12.53.

Completion Special Survey (for assignment of notation, S.S. MSL-2-53.)
How Done. Examined masts and rigging. Rpt. 14 herewith.
Examined internally and tested to Rule requirements after oil fuel bunkers. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	<u>one and part of one</u>							<u>Part bhd. and two coff. bldts.</u>
Removed and Fair'd or Repaired	<u>✓</u>							
Fair'd or Repaired in place ...	<u>3.</u>							

PRESENT CONDITION OF THE									
Decks	<u>GOOD.</u>	Bulkheads	<u>GOOD</u>	Engine Room Skylights	<u>GOOD</u>	Copper, or Y.M.	<u></u>	When fitted, Month	<u></u>
Caulking of Decks	<u>GOOD.</u>	Ceiling	<u>NOT EXD.</u>	Coal Bunkers, Openings, Covers, &c.	<u></u>	(State if on Port.)	<u></u>	Year	<u></u>
Coamings	<u>GOOD</u>	Cement or Asphalt	<u>NOT EXD</u>	Oil Bunkers	<u>GOOD.</u>	Boats	<u>NOT EXD.</u>		
Beams & Fastenings	<u>GOOD</u>	Rudder	<u>GOOD</u>	Scuppers	<u>GOOD</u>	Masts, Yards, &c.	<u>GOOD.</u>		
Outside Plating	<u>GOOD.</u>	Steering gear and its connections	<u>GOOD</u>	Cargo Hatchways	<u>GOOD</u>	Condition, how ascertained	<u>RPT. 14</u>		
" " in way of sidelights	<u>NOT EXD.</u>	Windlass	<u>GOOD</u>	Hatches	<u>GOOD</u>	(State if wedges removed.)	<u>HEREWITH.</u>		
Frames	<u>GOOD</u>	Have pumps been examined and found efficient?	<u>NOT EXD.</u>	Planking	<u></u>	Equipment letter	<u>9 + 2 5/16.</u>		
Reverse Frames	<u>✓</u>	Have Sluice Valves been examined and found efficient?	<u>NOT EXD.</u>	Caulking	<u></u>	Anchors, No. of	<u>38 15</u>		
Longitudinals	<u>GOOD</u>	Have Watertight Doors been examined and found efficient?	<u>✓</u>	Treenails	<u></u>	Cables (State if now ranged)	<u>STATED</u>		
Transverses	<u>GOOD</u>	Have Ventilators and their Coamings been examined and found efficient?	<u>YES.</u>	Breasthooks & Stemson	<u></u>	" length To BE COMPLETE (on board) mean diam.	<u>330 mm.</u>		
Floors	<u>GOOD</u>	Have Tanks been examined internally? <u>YES (SEE RPT.)</u>	<u>GOOD</u>	Transoms, Pointers & Crutches	<u></u>	" Rule length	<u>330 mm.</u>		
Keelsons	<u>GOOD</u>	Have the Tanks been tested? <u>YES (SEE RPT.)</u>	<u>NOT</u>	Timbers of Frame at openings	<u></u>	Chain Locker	<u>NOT EXD.</u>		
Stringers	<u>GOOD</u>	Doubling Plates under Sounding Pipes	<u>EXD.</u>	" " at other places	<u></u>	Hawsers & W. Ropes	<u>GOOD.</u>		
Inner Bottom Plating	<u>NOT EXD.</u>			Stringers, Clamps & Shelves	<u></u>	Standing and Running Rigging	<u>GOOD</u>		
Have the Tanks been examined internally? <u>YES (SEE RPT.)</u>				Sailing	<u></u>	Sails	<u>✓</u>		
Have the Tanks been tested? <u>YES (SEE RPT.)</u>				State if examined	<u></u>				

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notation of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This ship, so far as now seen, is in good condition, and eligible, in my opinion, to remain as classed, with fresh record of docking 12.53, and to now receive the notation, ss. Marseilles, 2. 53.

Survey Fee (per Section 23)	<u>£54.000</u>	Fees applied for,	<u>24.12 19.53</u>
Special Damage or Repair Fee (if any) (per Sec. 23)	<u>£18.000</u>	Received by me,	<u>19</u>
Travelling Expenses (if chargeable)	<u>£6.000</u>		
Second Surveyor's Fee (if any)	<u>£10.000</u>		
			<u>£88.000</u>

TUESDAY 19 JAN 1954

Committee's Minute 12.53 Msl subject (m)Character Assigned 8.8 Msl 2.53

010289 - 010293 - 0233

William Alcorn
Surveyor to Lloyd's Register of Shipping.Lloyd's Register
Foundation

Hull Strengthening (Same arrangements as approved for Esso France, 5-5-53).

Now Done Bottom shell plating doubled outside, in way of 2nd, 3rd, and 4th longitudinals (from C/L). Doubles (P+S) 2,000 x 20 mm.

Upper deck longitudinal girders in aforementioned centre tanks and also in wing tanks 4 to 8 (from forward) now reinforced. (as shown on working plan forwarded herewith)

Damage. how Done for Damage No. 1. cause of damage not known:-

" " " D9, D10 " " heated and faired in place.

How Done for Damage No. 2. stated to have been caused by contact with the quay wall after leaving drydock at Marseilles on 5th December, 1953:-

Top edge of 4th. stroke below sheer, in way, heated and
faired in place.

ANCHORS.

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

CHAIN CABLES.

Amsterdam bulkhead in way cropped and part renewed.

Tanks in way tested by water pressure upon completion of repairs, new and disturbed work coated.

S.R. List. "Special Survey partly held. Structure in way of cargo tanks to be reinforced by 10.53."— How done, see report.