

10 MAY 1948

(Received at London Office)

No. 48384

# PORT OF SURVEY FOR REPAIRS, &c.

39614

April 8th 1948 When banded in at Local Office April 12th 48 Port of NEW YORK

Survey held at Brooklyn, N.Y. Date, First Survey March 16-48 Last Survey March 25th 1948

on the Wood/Steel S.S. "ESSO BRETAGNE" ex "MONTEZUMA CASTLE" YEAR. MONTH.

Built at Portland, Ore. By whom Kaiser Co. Inc. When 1944

Owners Government de la Republique Owners' Address (if not already recorded in Appendix to Register Book).

Managers Port belonging to Le Havre

ed Afloat or in Dry Dock? Both Name of Dock 56th Beth. Steel Destined Voyage

Bor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Capacity tons. FPT tons; APT tons; MT feet tons. } Only alterations in the existing records of tanks should be inserted.

Report, No. Port

al Surveys, when held, must be reported in detail and serialim in the terms of the Rules and items remaining to

age cases where the Surveyor has not made a special damage report he is required to state whether he

ferred his services for this purpose and to whom and why they were declined

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

RS, OR EXAMINATION AS PER RULE, FOR Special survey & Repairs for classification:-

done:- Vessel placed in drydock, shell plating and rudder cleaned, examined and found or

ed in good condition and recoated. Examined all cargo tanks. Forward and after peak tanks,

o tanks, all double bottom tanks and cofferdams internally. Forward and after peak spaces,

cargo space, machining spaces under engine and boiler spaces, pump rooms, chain locker, anchors

cables, decks, casings, hatchways, tank lids and closing appliances, ventilators, masts and

ging examined from aloft, air and sounding pipes. Steering gear connections, windlass, general

lment and boats. All cargo tanks, D.B. tanks, deep tank, fore and after peak tanks and oil fuel

er tanks, tested and found tight.

board renewed, survey carried out, marks verified and provisional certificate issued, valid for

period of six months, pending the issue of a new certificate. PTO

ARY OF DAMAGE REPAIRS:-

Good

Good

Good

Good

Good

Good

Good

Good

Good

Good

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Good

Good

Good

Good

Good

Good



The following plans of the vessel (T2 Tanker) are enclosed

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

[illegible]

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

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
3549	60	2 5/16			19048				Di Lok	Baldt anchor	March 19th, 1948
									Chain Forge	Philadelphia, Pa.	
									Division		
Iron Stream Chain } or Steel Wire - }			303320	42630						J. K. Helms.	

part of NEW YORK

dated March 25th, 1948

S. S.  
"ESSO  
BRETAGNE"

W. & T. Repairs:- Cargo tanks.  
Fractures ranging from 6" to 14" in the following bulkheads veed out and welded, and  
"tee" bars fitted in way at bracket connection at web stiffeners:-

Several minor fractures veed out and welded.

.....  
All tanks tested to full height on completion of repairs.  
.....

Rudder inspection plates removed for inspection of pintles and replaced in good order.

Ventilator coaming to dry cargo hold, brackets fitted at forecastle deck.

Gun platforms removed from boat and poop deck and hand rails replaced as original.

Cables ranged, chain locker cleaned, examined and recoated.

60 fathoms of cable supplied to bring total of 330 fathoms of cable, see cable particulars on back of Rpt. 8.

ulars on back of Rpt. 8.

This vessel was built and surveyed under the American Bureau of Shipping inspection and deck and shell plating straps, stated to have been fitted at Boston January, 1948 now examined and found satisfactory.

747

**THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.**

010289-010293-0313<sup>1/2</sup>