

Rpt. 8

Port PALERMO

No. 150

Date of writing Report 8/10/58

When handed in at Local Office

Received London 173 Oct 1958

Survey held at PALERMO

No. of Visits 9

First Date 7/9 1958

Last Date 30/9 1958

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.

59992

on the Iron or Steel M.S.

ESSO ITALIA

Tons gross 12175

Built at MONFALCONE

By Whom C.R.D. ADRIATICO

When

Year 1932

Month 7

Owners "LA COLUMBIA" Soc. Mar. d. Az.

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

Managers

Port of Registry GENOVA

Italian

Surveyed Afloat or in Drydock Both

Name of Dock C.N.R. Dry dock

Date of last examn. in Drydock 29/9/58

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

Last Report: No. 6537

Port NAP

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
+100 A1	+LMC
SS. Pal 7/56 (Dr)	CS. 8/57
DS. 11/57	DBS. 8/57
	TS.CL. P&S N8/57
Carrying petroleum in bulk.	

Give dates and references to any letters relating to this Report

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

Yes

Freeboard as marked on ship and now verified ft ins

Not Required

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

EXAMINATION AND REPAIRS AS PER RULE FOR

ANNUAL DOCKING & DAMAGE REPAIRS

(1) Damage alleged sustained as a result of grounding in Suez Canal on the 2nd January/58.

Now Done :-(Numbered from aft.)

Shell plating F.8 (p.s.) slightly indented, now faired in place.

Shell plating G.9 (p.s.) indented, now removed, faired and refitted.

Shell plating G.10 (p.s.) indented, now faired in place.

Shell plating D.18 (p.s.) heavily set in, now renewed.

Shell plating E.13 (p.s.) heavily set in, now removed.

Shell plating E.14 (p.s.) heavily set in, now removed.

Shell plating F.14 (p.s.) heavily set in, now renewed.

Shell plating G.17 (p.s.) heavily set in, now renewed.

3- metres of bilge keel cropped, faired and replaced.

Internal structure in way of above :-

Nº1 Port Cargo Oil Tank.

3- shell longitudinals cropped and approx' 4 metres of each renewed, lower section of transverse wash bulkhead 5.m x 3.5.m x 12 m.m renewed.

2- bulkhead stiffeners renewed.

CONTINUATION OVER OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames (longit.)	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	5	3						
Removed and Faired or Repaired	4	4		2				
Faired or Repaired in place	5							

Has a Survey also been held on machinery of the Ship? Yes

Is Classification Certificate required? If so, to be sent to No

If so, is the Report sent now, or when will it be sent? Now

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".

This ship so far as now surveyed is eligible, in my opinion, to remain as classed with fresh record of DS. 9/58, Subject :- To "Rudder and rudder stock being specially examined at next dry-docking (12 months limit)."

(R.M. Nicholson)

Surveyor to Lloyd's Register of Shipping

Date of Committee

TUESDAY 11 NOV 1958

Minute

DS 9.58

DBS 9.58

30m.4,57 T.

Note Pal Write Gen (H) re SPS.

Noted for Header



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Lloyd's Register Foundation

010355-010361-0166 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		DOCKING 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	
Rudder lifted	YES	A.P. "	
Weather Decks, Superstructures and Casings	YES	D.B. Tanks (indicate Oil Fuel and Cofferdams)	
Hatchways, Covers, closing and securing appliances	YES		
Ventilator coamings, skylights, companionways and closing appliances	YES		
Holds	NO	Fresh Water Tanks	
		Deep Tanks	
Tween Decks	NO	Oil Fuel Bunkers and Settling Tanks	
		Side Tanks	
Fore Peak Spaces	NO	Wing Tanks	
After " "	NO	Other Tanks	
Engine Space	NO		
Boiler " "	NO	Cargo Tanks (Tankers)	
Under Engines and Boilers	NO		
Tunnel and Well	NO		
Coal Bunkers	None	Cofferdams	
Chain Locker	NO		
Other Spaces	NO	Pump Rooms	
		Have Tanks now Examined been Cleaned as Necessary?	
		Have Struts in Cargo Tanks (of Tankers) been removed?	
		Have Tanks been Retested as necessary after completion of any Repairs?	

Have the spaces now surveyed been cleared and cleaned as necessary? _____

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 cement in bottom been examined? _____

Has steelwork had rust removed and afterwards been recoated as necessary? _____

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? _____

Has a Load Line Survey been held? _____ If so, state which _____

Have the shell and deck plating been drilled as per Rule? _____ If so, Report 8(Dr) to be attached _____

Have any alterations to the approved scantlings and arrangements now been effected? _____ If so, report details in body of Report.

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	NOT EXAMINED	Sluice Valves examined and found	NOT EXAMINED
" " in way of side scuttles	NOT EXAMINED	Cement or Asphalt	NOT EXAMINED	Air and Sounding Pipes	NOT EXAMINED
Rudder and Sternframe	GOOD	Cargo and other Hatchways	GOOD	Doubling Plates under Sounding Pipes	NOT EXAMINED
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 DECK
Coamings and Casings	GOOD	Companionways and Skylights	GOOD	Chain Locker	NOT EXAMINED
Beams and Fastenings	NOT EXAMINED	Shell Openings	GOOD	EQUIPMENT	
Frames	NOT EXAMINED	Ash Shoots	NOT EXAMINED	Equipment Letter	ST
Reverse Frames	NOT EXAMINED	Overboard Discharges and Scuppers	NOT EXAMINED	anchors, No. of	3b Condition GOOD
Longitudinals	NOT EXAMINED	Freeing ports	GOOD	Cables (State if now ranged and examined)	NO
Transverses	NOT EXAMINED	Steering Gear (Main and Auxiliary)	examined and found SATISFACTORY	" length (on board) STATED mean diam. COMPLETE	
Floors	NOT EXAMINED	Windlass examined and found	SATISFACTORY	" Rule Length SUFFICIENT	
Keelsons	NOT EXAMINED	Pumps " " "	NOT EXAMINED	Hawsers and Warps	SUFFICIENT
Stringers	NOT EXAMINED	W.T. Doors " " "	NOT EXAMINED	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	NO

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? NO See Below -

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee DS. 13.000 less 15% = 11.050 = R.V. Tol. 21. 10.200 =

Special Damage or Repair Fee (if any) 38.000 " " 27.200 =

Sp. A.P. fee 4.000 = Date when A/c. Rendered 8/10/58

Travel Expenses (if chargeable) 49.300 = R.T.

Port of PALERMO on the N.S./M.S. E S S O I T A L I A

(1) DAMAGE.

Now done :- (continued)

Section of bulkhead between Nos.1 & 2 port cargo oil tanks, 2 metres x 1 metre x 15 m.m renewed.

Bulkhead lower boundary bar cropped and approx' 3 metres renewed.

Nº2 Port Cargo Oil Tank.

4- shell longitudinals cropped faired and replaced.

2- bilge brackets cropped, faired and replaced.

Work carried out satisfactorily and upon completion tanks tested.

Rudder.

The rudder stock was found twisted 6°. The rudder and rudder stock were lifted. One side of rudder stock keyway built up with electric welding, stock placed on surface table, alignment checked and keyway recut. Rudder & rudder stock coupled and alignment checked. Gudgeon bushes renewed, rudder and stock refitted in place, alignment checked and found satisfactory. Steering gear & emergency steering gear tested and found satisfactory.

Damage (2) alleged sustained as a result of contact with quay wall whilst discharging cargo at Genoa, on 11th January, 1958.-

Now Done :- (shell plating numbered from aft)

L.16 (s.s.) indented, now faired in place.

K.16 (s.s.) indented, now faired in place.

F.8 (s.s.) indented, now removed, faired and refitted.

L.12 (s.s.) indented, now removed, faired and refitted.

K.12 (s.s.) indented, now removed, faired and refitted.

M.9 (s.s.) indented, now removed, faired and refitted.

Approx' 2 metres of bilge keel at aft end cropped, faired and replaced.

Work carried out satisfactorily and upon completion plating hose tested.

Condition of Clads. It is submitted that the rudder and rudder stock be specially examined at next dry docking (12 months limit).

R.M. Nicholson
(R.M. Nicholson)

