

Rpt. 8

Port BUENOS AIRES

28 JUN 1961  
No 32740

Date of writing Report 18th May 1961

When handed in at Local Office

Received London

Survey held at Campana

No of Visits Seven

First Date 26-10-1960

Last Date 5-5-1961

### 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.

60203

on the Iron or Steel ~~MSXX~~

T.S. Tanker "ESSO ENTRE RIOS"

Tons gross 2180  
Year Month

Built at Belfast

By Whom Harland & Wolff Ltd.

When 1928 - 4

Owners Esso S.A. Petrolera Argentina

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

Managers

Port of Registry Buenos Aires

Surveyed Afloat or in Drydock

Both

Name of Dock

Anglo Argentine Slipway, Campana

Date of last examn. in Drydock 4-4-61

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

{ Last Report: No 25106  
{ To be filled in at Head Office.

Port BAS

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	Machinery
Date of Special and of Drydocking Survey, etc.	
+Classed LR until 4/54	

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

Freeboard as marked on ship and now verified 398 mm ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR RECLASSIFICATION

(Vessel 33 yrs.)

Repairs. Effected. Frames & Plates numbered from aft.

Following shell plates renewed Star. side

A.5, 6, 8, 12, 13
" " B 8, 9, 10
" " D 4, 5, 6, 8
" " E, 6 7 8 9 11 15 16
" " F 14 15
" " G 12 (in two plates)

Cropped & Part renewed. " " B 7 11. D3. H.3.

Following shell plates renewed port side

A.11 12. 13.
B 13 14 15
C 13
D 6 7 8 9 15
E 11. G12. H.7 & 8

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed .....								
Removed and Faired or Repaired ...								
Faired or Repaired in place .....								

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

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

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 155"; or "to remain as Classed and to have record of drydocking 155 and the notation of SS... 155".

This vessel, so far as now seen, is eligible in our opinion to be reclassified with fresh record Docking 4-61 and the notation S.S. 5-61 - (DR).

A.H. Sinclair J.S. Cook W.F. Rogerson  
Surveyor to Lloyd's Register of Shipping

WEDNESDAY 11 OCT 1961

Date of Committed

Minute

Deferred. wait further information

Noted for Header



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR RECLASSIFICATION 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	Yes	Yes
Rudder lifted	Yes	A.P. "	Yes	Yes
Weather Decks, Superstructures and Casing	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	None	None
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	inside A.P.	Yes
Hold	None	Deep Tanks	-	-
Tween Decks	None	Oil Fuel Bunkers and Settling Tanks	P & S Yes	P & S Yes
Fore Peak Spaces	Yes	Side Tanks	All Yes	Yes
After " "	Yes	Wing Tanks	-	-
Engine Space	Yes	Other Tanks	-	-
Boiler " "	Yes	Cargo Tanks (Tankers)	All Yes	Yes
Under Engines and Boilers	Yes			
Tunnel and Well	None	Cofferdams	Yes	Yes
Coal Bunkers	None			
Chain Locker	Yes	Pump Rooms	Yes	
Other Spaces	-			
		Have Tanks now Examined been Cleaned as Necessary?		0
		Have Strums in Cargo Tanks (of Tankers) been removed?		0
		Have Tanks been Retested as necessary after completion of any Repairs?		0

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? **NONE**

Have the bilges been cleaned out and examined? **Yes** Has cement in bottom been examined? **Yes**

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? **None**

Has a Load Line Survey been held? If so, state which **Confirmed as condition of class**

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

Have any alterations to the approved scantlings and arrangements now been effected? **No** If so, report details in body of Report.

NOTE: Indicate which compartment 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 <b>Good</b>	Ceiling and Cargo Battens <b>None</b>	Sluice Valves examined and found <b>-</b>	
" " in way of side scuttles <b>"</b>	Cement or Asphalt <b>Good</b>	Air and Sounding Pipes <b>Good</b>	
Rudder and Sternframe <b>"</b>	Cargo and other Hatchways <b>Good</b>	Doubling Plates under Sounding Pipes <b>Good</b>	
Decks <b>"</b>	Hatches and closing appliances <b>Good</b>	Masts and Rigging examined and found <b>Good</b>	
Superstructures and their closing appliances <b>"</b>	Ventilators, their coamings and closing appliances <b>Good</b>	Condition, how ascertained <b>From aloft</b> (State if wedges removed)	
Coamings and Casings <b>"</b>	Companionways and Skylights <b>Good</b>	Chain Locker <b>Good</b>	
Beams and Fastenings <b>"</b>	Shell Openings <b>None</b>	<b>EQUIPMENT</b>	
Frames <b>"</b>	Ash Shoots <b>None</b>	Equipment Letter	
Reverse Frames <b>"</b>	Overboard Discharges and Scuppers <b>Good</b>	Anchors, N <sup>o</sup> of <b>0</b> Condition	
Longitudinals <b>"</b>	Freeing ports <b>Open rail Good</b>	Cables (State if now ranged and examined)	
Transverses <b>"</b>	Steering Gear (Main and Auxiliary) examined and found <b>Good</b>	" length <b>240</b> ✓ mean diam. <b>1 3/4</b>	
Floors <b>"</b>	Windlass examined and found <b>Good</b>	" (on board) Rule Length <b>240</b> ✓ Size <b>1 7/8</b>	
Keelsons <b>"</b>	Pumps " " " <b>Good</b>	Hawsers and Warps <b>Sufficient</b>	
Stringers <b>"</b>	W.T. Doors " " " <b>None</b>	State if any Anchors or Chain Cable have	
Inner Bottom Plating <b>None</b>		now been supplied or retested, if so, <b>-</b>	
Bulkheads <b>Good</b>		complete Report 8(Eq) and attach. <b>-</b>	

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

REMARKS, REPAIRS, Etc. (Contd.)

Following frames renewed Nos. 112 to 130 ps (In way No. 1 wing tank)

" Nos. 35 to 53 ps (In way No. 5 wing tank)

" Nos. 112 to 129 ss (In way No. 1 wing tank)

" Nos. 36 to 53 ss (In way No. 5 wing tank)

Bulkhead at frame No. 1.1.1 between Nos. 1 & 2 star. wing tanks renewed

Bulkhead between No. 2 Port wing tank & centre cargo tank cropped and parts renewed over area 2 strakes high x four frame spaces long.

Survey Fee ..... \$ 76,700.00

Special Damage or Repair Fee (if any) \$ -

Travelling Expenses (if chargeable) .. \$ 2,500.00

Second Surveyor's Fee (if any) ..... \$

Special Attendance Fee ..... \$

Date when A/c. Rendered ..... 18th May, 1961.

Rpt. 8

Port of BUENOS AIRES

Continuation of Report No. 32740

dated 18th May, 1961

28 JUN 1961

on the

T.S. Tanker "ESSO ENTRE RIOS".

Lower half of bulkhead between Nos. 3 & 4 star wing tanks cropped and renewed.

Rudder pintle brass sleeves renewed.

Pump room centre keelson cropped and renewed at aft end over two frame spaces.

Star Side bulkhead in way of aft cofferdam cropped and part renewed on account local pitting in way previously fitted doubler.

Bulkwark/deck angle on aft deck renewed.

Number of other minor wear and tear repairs effected.

Freeboard Ship's side markings verified. Load Line Certificate issued by Argentine Authorities.

apl



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Foundation

0329 3/4

SHIP'S NAME T.S. Tanker "ESSO ENTRE RIOS"

DATE OF DRILLING 1 - 12 - 1960.

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

The thicknesses are in hundredths of an inch.  
Drillings to be made in accordance with rules.

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.
Bridge Sheerstrake																		
Bridge Strake below																		
Sheerstrake ...	H	48	50	39	-	9	48	50	50	-	-	48	75	71	-	-	Forward at Frame 102 (2)	
1st Strake below	G	48	50	50	-	-	48	50	39	-	9	4048	47	50	-	-	As 27' fwd on old plan	
2nd " "	F	48	50	50	-	-	48	50	50	-	-	4048	50	50	-	-		
3rd "(Bilge)"	E	50	50	50	-	-	50	50	50	-	-	4050	43	50	-	7	Aft. At Frame 47 (5)	
4th " "	D	52	50	50	2	2	52	50	50	2	2	4252	36	50	6	6	(+ 29' aft on old plan)	
5th " "	C	54	50	47	4	7	54	50	39	4	15	4254	43	43	-	11		
6th " "	B	54	50	50	4	4	54	39	43	15	11	4254	41	43	2	11		
7th " "	A	54	50	41	4	13	54	50	43	4	11	4254	41	41	2	13		
8th KEEL		84		80		4	84		80		4	84		84				
9th " "		✓	✓	✓			✓											
10th " "																		
11th " "																		
12th " "												515 612	=	841			100-841 = 15.9	

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.
Bridge Sheerstrake													
Bridge Strake below													
Sheerstrake	H	4044	32	36	8 <sup>12</sup>	48	4048	75	71	-	-		
1st Strake below	G	4044	32	37	8 <sup>12</sup>	37	4048	47	50	-	-		
2nd " "	F	4044	32	36	8 <sup>12</sup>	48	4048	32	50	8 <sup>16</sup>	-		
3rd "(Bilge)"	E	- 46	-	-	-	-	4050	39	50	2 <sup>11</sup>	-		
4th " "	D	- 48	-	-	-	-	4252	34	50	8 <sup>12</sup>	-2		
5th " "	C	4250	50	46	-	-4	4254	43	32	-	11	22	
6th " "	B	4250	50	43	-	-7	4254	43	43	-	11	11	
7th " "	A	4250	50	50	-	-	4254	32	32	22	22	10	
8th KEEL		5284		50		2	4884		48			36	
9th " "						3A							
10th " "													
11th " "													
12th " "							446 612	=	729	100-729 =	27.1		

A. F. Sinclair & J. S. Cook  
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	POSITION	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.
Stringer Plate ...	a...	40	42	43	-	-	60	62	60	-	-	Frames 102 & 47	
1st Strake Inboard	b..	40	43	43	-	-	40	42	42	-	-		
2nd " "	c...	42	44	43	-	-	42	42	43	-	-		
3rd " "	d...	48	50	50	-	-	48	50	50	-	-		
4th " "	e...	60	58	56	2	4	60	57	60	3	-		
5th " "	f...	60	60	60	-	-	60	61	60	-	-		
6th " "	g...	36/60	43	60	-	-	36/60	42	60	-	-		

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