

Rpt. 8

Date of writing Report 24-5-60 When handed in at Local Office 24-5-60 Port MARSEILLES No. 12714
Survey held at ETANG DE BERRE No. of Visits ONE First Date AND 19 Last Date 19-5-1960

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. 10198 on the Iron or Steel S.S. "ESSO FLANDRE" m/y Yheax
Built at CHESTER, PA By Whom SUN S.B. D.D. Co Tons gross 10624
Owners ESSO STANDARD SOC. ANON. FRANCAISE Owners' address (If not already in R.B.)
Managers Port of Registry HAYRE
Surveyed Afloat or in Drydock AFLOAT Name of Dock ETANG DE BERRE Date of last examn. in Drydock No. 648

DISCLOSED SECTION

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

Last Report: No. 12520 Port MBL
To be filled in at Head Office.

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 Surveys, etc.		
100 A1 OIL TANKER		LMC CS 2.56
D.S. 1.59		MBS 9.58
SS (Dr) 4.55		TSCL 1.57N
		SPS 3.55
	Classed 7.47	

Give dates and references to any letters relating to this Report 19/4/60 Class 8

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

EXAMINATION AND REPAIRS AS PER RULE FOR EXAMINATION FOR ISSUE OF CERTIFICATE AS UNCLASSIFIED

Now Done (Ship lying afloat at anchor in Etang de Berre) HULK IN TOW

EXAMINED: Forepeak tank, No 3 Deck, 8 Port, 8 Starboard
Cargo tanks
Portholes spaces, F&A deck hatch covers,
Engine Room & Boiler spaces, Portholes spaces

The ship is considered efficient for a voyage from Brest to a Dutch or Belgian port, as an unclassified hulk in tow, towing arrangements being the responsibility of the owner.

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? No
If so, is the Report sent now, or when will it be sent? ✓
Is Classification Certificate required? If so, to be sent to No
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 as now presented is eligible in my opinion to be considered efficient for a voyage from Brest to a Dutch or Belgian port as an unclassified hulk in tow, all towing arrangements being the responsibility of the owner.

Surveyor to Lloyd's Register of Shipping

FRIDAY 24 JUN 1960

Date of Committee

Minute

Andie Hill
nyk
Cant

Owners request

Noted for Header

GENERAL COMMITTEE

Thursday

21st July 1960

Classing Committee's

decision confirmed.

40m, 3.58 T.

012346-012357-0221

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR SURVEY

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock			F.P. Tank		
Rudder lifted			A.P. "		
Weather Decks, Superstructures and Casings			D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances			Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances			Deep Tanks		
Holds			Oil Fuel Bunkers and Settling Tanks		
"Tween Decks			Side Tanks		
Fore Peak Spaces			Wing Tanks		
After " "			Other Tanks		
Engine Space			Cargo Tanks (Tankers)		
Boiler "			Cofferdams		
Under Engines and Boilers			Pump-rooms		
Tunnel and Well					
Coal Bunkers					
Chain Locker					
Other Spaces					

SURVEY CONFINED TO ITEMS OVERLEAF

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 castings, 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.

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:—

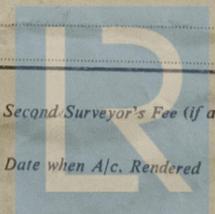
Shell plating	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shoots	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)
Transverses	Steering Gear (Main and Auxiliary) examined and found	" length mean diam. (on board)
Floors	Windlass examined and found	" Rule Length Size
Keelsons	Pumps " " "	Hawsers and Warps
Stringers	W.T. Doors " " "	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.
Inner Bottom Plating		
Bulkheads and Tunnel		

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

REMARKS, REPAIRS, Etc. (Contd.)

31 MAY 1961

Survey Fee MF=240
 Special Damage or Repair Fee (if any)
 Travelling Expenses (if chargeable) MF=31,50
 MF=271,50



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