

Rpt. 8

Port Marseilles

No. 12520

Date of writing Report 2-2-59 When handed in at Local Office 2-2-59 Received London 2-10-59

Survey held at Marseilles No. of Visits 5 First Date 23-1-59 Last Date 27-1-59

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. 59965 on the ~~Iron~~ Steel ^{S.S.} "ESSE FLANDRE"
 Built at CHESTER, PA By Whom SHIP S.B.D.D.G. Tons gross 10624
 Owners ESSE STANDARD SOC ANON FRANCAISE Owners' address (If not already in R.B.)
 Managers Port of Registry HANRE
 Afloat or in Drydock DRY DOCK Name of Dock No 2 Floating Dock Date of last examn. in Drydock 27-1-59

Alterations in existing particulars in the Register Book should be reported and underlined.

Report No. 4970 Port HA

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

must be reported in the terms of the Rules. The nature and extent of Examinations... For Annual, Special or other Condition Surveys the Summary of Condition and Condition on the back of the Report is to be carefully completed and summarised at the end of the Report.

SHIP'S CLASS		Machinery
Date of Special and of Drydocking Surveys, etc.		
100 A1	6.58	LMC CS 2.56
Carrying petroleum in bulk		MBS 9.58
SS Nis (Dr) 4.55		TSC 1.57 N
		SPS 3.55
Classed 7.47.		

References to any letters relating to this Report

In cases where the Surveyor has not made a special damage report he should state whether he offered services for this purpose and to whom and why they were declined

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

DOCKING AND REPAIRS AS PER RULE FOR Heavy weather damage stated to have been sustained as the result of encountering heavy weather with 10k, 11k, 12k December 1958 whilst en voyage from ANNA BAY to LE HAVRE in the loaded condition.

Now Done
 Upon examination in drydock lower shell plates in No 1 Port bay tank 4th 5th below sheer fractured in way of after web frame and 8th longitudinal (counted from longitudinal bulkhead). The crack in 4th below sheer was 45 cms in length and situated 8 cms below lower edge of vertical stiff and started horizontally. The crack in 5th below sheer started vertically downwards from after longitudinal webbed seam for a distance of 20 cms. The web frame weld attachment to shell plating was found fractured.

PERMANENT REPAIRS
 Lower part of 4th below sheer capped by length of 3 meters. all stiff rivets removed in lower plate over 4 meters. 5th stiff below capped and covered over a length of 3 meters and width of 50 cms. 4th & 5th plate removed machine weld in ship.

DESCRIPTION OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
	2 (PART)	1 (PART)						
and Fair'd or Repaired		WEB (PART)						
or Repaired in place								

Survey also been held on machinery of the Ship? No
 Is Classification Certificate required? If so, to be sent to No
 Report sent now, or when will it be sent? Yes
 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 Classed and to have record of drydocking 4.55"; or "to remain as Classed and to have record of drydocking 4.55, and the notation of S.S. . . . 1.55".

This ship as now surveyed is eligible in my opinion to remain as classed with fresh record of DS 1.59 now, subject to set up beam plating and fitted bottom shell plating internally in No 3, 5 and 7 Port and No 1 Star tanks being kept under observation at each drydocking and without other condition.

Surveyor to Lloyd's Register of Shipping

Date of Committee THURSDAY 19 FEB 1959

Minute DS 1.59 Subject

Noted for Header



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012346-012357-0234

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

Damages

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	YES		F.P. Tank	No	
Rudder lifted	No		A.P. "	No	
Weather Decks, Superstructures and Casings	YES		D.B. Tanks (indicate Oil Fuel and Cofferdams)	No	
Hatchways, Covers, closing and securing appliances	YES		Fresh Water Tanks	No	
Ventilator coamings, skylights, companionways and closing appliances	YES		Deep Tanks	No	
Holds	No		Oil Fuel Bunkers and Settling Tanks	No	
'Tween Decks	No		Side Tanks	No	
Fore Peak Spaces	No		Wing Tanks	No	
After " "	No		Other Tanks	No	
Engine Space	No		Cargo Tanks (Tankers)	YES (SEER)	
Boiler "	No		Cofferdams	No	
Under Engines and Boilers	No		Pump Rooms	No	
Tunnel and Well	No				
Coal Bunkers	No				
Chain Locker	No				
Other Spaces	No				
			Have Tanks now Examined been Cleaned as Necessary?	YES	
			Have Strums in Cargo Tanks (of Tankers) been removed?	NO	
			Have Tanks been Retested as necessary after completion of any Repairs?	YES	

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? *No*

Have the bilges been cleaned out and examined? *No* Has cement in bottom been examined? *No*

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? *No*

Has a Load Line Survey been held? *No* If so, state which

Have the shell and deck plating been drilled as per Rule? *No* If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected? *No* 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	<i>GOOD</i>	Ceiling and Cargo Battens	<i>NOT EX'D</i>	Sluice Valves examined and found	<i>NOT EX'D</i>
" " in way of side scuttles	<i>NOT EX'D</i>	Cement or Asphalt	<i>NOT EX'D</i>	Air and Sounding Pipes	<i>NOT EX'D</i>
Rudder and Sternframe	<i>GOOD</i>	Cargo and other Hatchways	<i>GOOD</i>	Doubling Plates under Sounding Pipes	<i>NOT EX'D</i>
Decks	<i>GOOD</i>	Hatches and closing appliances	<i>GOOD</i>	Masts and Rigging examined and found	<i>GOOD</i>
Superstructures and their closing appliances	<i>GOOD</i>	Ventilators, their coamings and closing appliances	<i>GOOD</i>	Condition, how ascertained (State if wedges removed)	<i>FROM DECK</i>
Coamings and Casings	<i>GOOD</i>	Companionways and Skylights	<i>GOOD</i>	Chain Locker	<i>NOT EX'D</i>
Beams and Fastenings	<i>NOT EX'D</i>	Shell Openings	<i>GOOD</i>	EQUIPMENT "	
Frames	<i>NOT EX'D</i>	Ash Shoots	<i>NONE</i>	Equipment Letter	<i>2 to SA</i>
Reverse Frames	<i>NOT EX'D</i>	Overboard Discharges and Scuppers	<i>GOOD</i>	Anchors, No. of	<i>3B</i> Condition <i>GOOD</i>
Longitudinals	<i>NOT EX'D</i>	Freeing ports	<i>GOOD</i>	Cables (State if now ranged and examined)	<i>No.</i>
Transverses	<i>NOT EX'D</i>	Steering Gear (Main and Auxiliary) examined and found	<i>GOOD</i>	" length (on board)	<i>✓</i> mean diam. <i>✓</i>
Floors	<i>NOT EX'D</i>	Windlass examined and found	<i>GOOD</i>	" Rule Length	<i>✓</i> Size <i>✓</i>
Keelsons	<i>NOT EX'D</i>	Pumps " " "	<i>NOT EX'D</i>	Hawsers and Warps	<i>EFFSD</i>
Stringers	<i>NOT EX'D</i>	W.T. Doors " " "	<i>GOOD</i>	State if any Anchors or Chain Cable have now been supplied or retested, if so, complete Report 8(Eq) and attach.	<i>No</i>

27.2.59

Go MACHY NOTE: Propeller & propellers fastenings examined. Starboard W.D. 45 mm.

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

REMARKS, REPAIRS, Etc. (Contd.)

Strip rivets in way removed (160 in pair) level frame in way stripped and part removed over a length of 2.30 metres, 8th frame strip rivets removed over 1 metre length.

Part track 5th bilge keel sheer taken out at lower corners.

Jack tested on completion and found tight.

Bilge keels *Fix up bilge keels fitted by P.S. bilge keel shell plating at after ends of bilge keels.*

S.R.L. Cabin Subjects *Set up keel plating, internally fitted bottom plating in Nos 3, 5 and 7 bilge tanks and No 6 Port & Starboard tanks examined and found satisfactory for continue as at present state.*

Survey Fee	<i>No 15,000</i>	Second Surveyor's Fee (if any)	
Special Damage or Repair Fee (if any)	<i>" 48,000</i>	Date when A/c. Rendered	
Travelling Expenses (if chargeable)	<i>" 4,375</i>		
SA.	<i>" 7,000</i>		<i>No 74,375</i>

