

N/N "ESSO FRANCE"

(Received at London Office 27 OCT 1947)

No. 47899

# REPORT OF SURVEY FOR REPAIRS, &c.

Writing Report *Sept 24 1947* When handed in at Local Office *Sept 27 1947* Port of *New York*  
in Survey held at *Hoboken* "ESSO FRANCE" Date, First Survey *May 26 1947* Last Survey *July 23 1947*  
Book. *36784* (No. of Visits *20*)  
on the Wood, Iron or Steel *EX GRAVENCHON EX SEDAN*

Tonnage:— Built at *CHESTER PA* By whom *SUN SB & DD Co* When *1945* YEAR. MONTH. *4*  
Gross *10896* Owners *Gouvernement de la Republique Francaise* Address *82 Ave des Champs Elysees*  
DER DK. *6154* Managers *STANDARD FRANCAISE des PETROLES* (if not already recorded in Appendix to Register Book).  
Port belonging to *LE HAVRE*

Keel Laid or in Dry Dock? *Both* Name of Dock *Wood Shipyard Corp Hoboken* Destined Voyage  
DB or DBa \_\_\_\_\_ feet; uE&B \_\_\_\_\_ feet; f \_\_\_\_\_ feet  
Capacity \_\_\_\_\_ tons. FPT \_\_\_\_\_ tons; APT \_\_\_\_\_ tons; MT \_\_\_\_\_ tons. }  
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.  
N.B.—All alterations in the existing records should be underlined.

1st Report, No. \_\_\_\_\_ Port \_\_\_\_\_

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) could be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars could be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

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

AIRS, OR EXAMINATION AS PER RULE, FOR *Special Survey & Repairs*  
*How done: Hull & stand in drydock. Hull bottom and rudder cleaned and painted. Hull placed in good condition and coated.*  
*Examined all cargo tanks, Forward and after peak tanks, Deep tanks, Oil tank, Bunkers tanks. All D.B. tanks, Cofferdams, internally. Fore and after peak spaces. Dry cargo space. Machinery spaces under engine and boiler spaces. Pump rooms. Chain locker. Anchors & cables. Steel work generally. Hatchways. Hatch lids. Masts & Riggings examined from aloft (see rigging report attached). Air & sounding pipes. Hydro Electric Steering gear and its connections. Windlass. Equipment. Boats. All cargo tanks. D.B. tanks. Deep tanks. Fore and after peak tanks. Oil tank. Bunkers tanks. Tested by full head. Freeboard verified and Provisional certificate issued P.T.O.*

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fairied or Repaired								
Fairied or Repaired in place								

SENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
ing of Decks <i>Good</i>	<i>Good</i>	<i>Good</i>	(State if on Felt.)
ings <i>"</i>	<i>"</i>	<i>Good</i>	When fitted, Month _____ Year _____
is & Fastenings <i>"</i>	<i>Good</i>	<i>"</i>	Boats <i>Good</i>
ide Plating <i>"</i>	<i>"</i>	<i>"</i>	Masts, Yards, &c. <i>Good</i>
" in way of sidelights <i>"</i>	<i>"</i>	<i>"</i>	Condition, how ascertained <i>from aloft</i>
es <i>"</i>	<i>"</i>	<i>"</i>	(State if wedges removed.)
se Frames <i>"</i>	<i>"</i>	<i>"</i>	Equipment letter
itudinals <i>"</i>	<i>"</i>	<i>"</i>	Anchors, No. of <i>3 B. 1 S. 1</i>
isverses <i>"</i>	<i>"</i>	<i>"</i>	Cables (State if now ranged) <i>ranged</i>
rs <i>"</i>	<i>"</i>	<i>"</i>	" length <i>300 ft</i> mean diam. <i>2 1/2 in</i>
sons <i>"</i>	<i>"</i>	<i>"</i>	" Rule length _____ size _____
rgers <i>"</i>	<i>"</i>	<i>"</i>	Chain Locker <i>Good</i>
r Bottom Plating <i>"</i>	<i>"</i>	<i>"</i>	Hawsers & Warps <i>Painted &amp; capped</i>
e the Tanks been examined internally? <i>Yes</i>	<i>Yes</i>	<i>"</i>	Standing and Running Rigging <i>Efficient</i>
e the Tanks been tested? <i>Yes</i>	<i>Yes</i>	<i>"</i>	Sails <i>"</i>

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1-38," or "to remain as classed and to have record of survey, 1-38, and the notations of ss No. 1-38."

*All the requirements for Special Survey having been complied with, this vessel is now in good and efficient condition and eligible in my opinion, to be classed 100A, with date of drydocking 7.47. and retention S.S. N.Y. 7.47.*

Water C. \_\_\_\_\_ Ton \_\_\_\_\_  
3/4 \_\_\_\_\_  
56 \_\_\_\_\_  
5 \_\_\_\_\_  
803 \_\_\_\_\_  
759 \_\_\_\_\_  
114 \_\_\_\_\_  
132 \_\_\_\_\_  
Fees applied for, *Sept 19 1947*  
Received by me, \_\_\_\_\_  
19 \_\_\_\_\_  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_  
Character Assigned *See First Entry Report attached*

Visits \_\_\_\_\_

No. 2 to 5/4/48.

012346-012357-02457



Repair Motor & Rear Wheel Hatching Port side forward

C-Frame Plate No. 3 & 4 found indented & bent up in several places removed and renewed. Longitudinal in way cracked approx 26 ft and renewed Transverse approx 1069 cracked & inserted plate 8 ft x 1 ft fitted & welded. Port side C-Frame in way of No. 2 & 3 wing tanks found indented in 3 places in way of rear strap fixed in place.

Approx. 2200 lined for scattered welding seams & bolts found low and undercut fixed out and rewelded.

Rudder inspection plates removed to inspection of upper & lower timbers pins replaced in good order. One of the rudder rudders tested Smith Auto hardened up. New frame lower section. The side found surface fracture drilled out to bottom fixed out and built up by welding.

Ventilator openings to dry cargo hold. Hatches fitted as per cable deck.

After beam tanks 4 in vent pipe from after end of main deck.

Deep tanks covers in dry cargo hold a number of bolts ringed tanks tested No. 5 Centre cargo tank after bulkhead lower portion approx 10" long ringed and welded.

No. 6 Port cargo tank after bulkhead lower portion fractured approx 12" long and welded.

No. 7 Centre cargo tank after bulkhead lower portion fractured approx 12" long and welded.

Longitudinal Cam straps Deck and Bottom Shell fitted as per approved drawing S.K. 91.511-1-1. Dated May 23-47. Deck & Bottom Shell Per. in way of straps.

and Plated pipe straps riveted. All DB tanks, pear tanks, deep tanks and cargo tanks tested to full head.

Chain Cables ranged chain locker cleaned examined and coated.

30 bottoms missing now replaced by particulars see below.

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

## ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

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

## CHAIN CABLES.

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.			
24-27474	15 fathoms.	2 5/16 ins.	44	4760	4760 lbs.	Cwts. qrs. lbs.			Di-Lok	Baldwin	June 23-47
24-27475	15	2 5/16	44	4760	4760				Di-Lok	Baldwin	June 23-47
									Chain & rope	two.	E. G. Pyne
Iron Stream Chain or Steel Wire...											

The certificates and the listing of chain cables were made by American Bureau Surveyor. Chain cables now examined and found in my opinion to accept. Certificate endorsed and placed on board.

Star Deck. Life Raft. Hides and Gun foundations removed at this time.

Ammunition turret opening brace deck off of midline. closed by fitting plate welded to the deck and from top.

Life boats air tanks removed repaired as found necessary and tested. All boat bills renewed.

Windlass. opened and examined throughout. Brake bands and clutch fixed. Crossheads. Per. secured and adjusted. Steering gear (Hydro Electric) opened & examined together with electric motors. Steering gear tried out together with test motor under working conditions and found satisfactory.