

Rpt. 8

Port Liverpool

No. 154333

Date of writing Report 6.5.60.

When handed in at Local Office

Received London

Survey held at Birkenhead

No. of Visits 5

First Date 21.4. 1960.

Last Date 6.5. 1960.

1 JUN 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.

10319

on the ~~1000~~ Steel M/S. "ESSO SUWANEE"

Tons gross 298

Built at Rowhedge

By Whom Rowhedge Ironworks Co. Ltd.

Year 1941 Month 10

Owners Esso Petroleum Co. Ltd.

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

Managers --

Port of Registry London

Surveyed Afloat or in Drydock Drydock

Name of Dock Cammell Laird

Date of last examn. in Drydock 6.5.60.

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

Last Report: No. 91244

Port gls.

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.			
*100A1	6,59	*LMC	M 10,56
SS. (Dr)	10,56	TS.	OG 4,57N
oil tanker			

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

Not verified

offered and declined

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

Not known

EXAMINATION AND REPAIRS AS PER RULE FOR Damages & Docking. Damage 1 :- (Please see continuation sheet.)

Damage (2) stated sustained when ship contacted canal bank Manchester Ship Canal, Eastham on 19th April, 1960.

und.

with crosshead tiller placed at amidship that the rudder was set over to an angle of over 30° to the port side.

Done.

Rudder and Upper stock removed from ship and alignment checked.

Rudder and Lower palm of coupling found satisfactory.

Upper portion of rudder stock above muff coupling found satisfactory.

Lower portion of rudder stock found twisted between palm and muff couplings.

Permanent repairs effected.

Lower portion of rudder stock renewed.

Forging certificate attached herewith.)

Alignment of rudder stock, pintles and gudgeons checked and found in order.

Completed repairs examined, rudder swung, steering gear tested and found in good working order.

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	-							Lower portion of rudder stock renewed.
Removed and Faired or Repaired	-							Completed repairs examined, Rudder swung, Steering gear tested and found in good working order.
Faired or Repaired in place	1 Part doubled							

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

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

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

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 seen is in an efficient condition, and in my opinion eligible to remain as classed with fresh record of D.S. 5,60, subject as previously recommended without conditions regarding examination in drydock (contact with submerged object) and bilge strake in way of aft end of No. 2 cargo tank (Starbd.) specially examined.

T.J. Roberts  
Surveyor to Lloyd's Register of Shipping

T.J. Roberts.

Date of Committee

LIVERPOOL 31 MAY 1960

Minute

D.S. 5:60 amended subject

Noted for



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR Damage & Docking

SURVEY

pt. Cont<sup>o</sup>. Sheet 2

154333

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined <del>XXXXXXXXXX</del> 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			Fresh Water Tanks		
			Deep Tanks		
"Tween Decks			Oil Fuel Bunkers and Settling Tanks		
			Side Tanks		
Fore Peak Spaces			Wing Tanks		
After " "			Other Tanks		
Engine Space			Cargo Tanks (Tankers)	No. 2 (Starbd.)	
Boiler "					
Under Engines and Boilers					
Tunnel and Well			Cofferdams		
Coal Bunkers			Pump Rooms		
Chain Locker					
Other Spaces					
			Have Tanks now Examined been Cleaned as Necessary?	Yes	
			Have Struts in Cargo Tanks (of Tankers) been removed?	No	
			Have Tanks been Retested as necessary after completion of any Repairs?	No. 2 Cargo Bottom shell rep	

Port of Liverpool

Continuation of Ship/ ~~Victory~~ Report No.

dated 6.5.60.

on the S.S./M.S. "BSSO SUWANEE"

Damage (1) Stated to have been sustained by striking a submerged object whilst lying in Douglas Harbour I.O.M. on 31.12.59.

Now Done. Ship placed in drydock shell plating and rudder cleaned and examined.

Permanent repairs effected at this time to slightly indented shell plate C3 (thin) (starb. side forward) by fitting a local doubler 5'0" x 1'6". Cement box in way of No. 2 Starbd. cargo tank cut out. Shell plate B5 (s.s. forward) also fitted with doubler 2'6" x 2'6". Shell plate edge caulking and rivets overhauled.

Completed repairs examined and subsequently tested when ship afloat and repairs proved tight.

S.R. List. Conditions of Class.

Ship now examined in drydock after contact with a submerged object and bilge strake plate in way of aft end of No. 2 cargo tank (s.s.) examined and dealt with as reported above under Damage (1).

It is submitted that the above item be deleted from the S.R. List.

Keel plate No. 6 from forward specially examined at this time and found to continue efficient.

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? No 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	Efficient	Ceiling and Cargo Battens	Not exam'd	Sluice Valves examined and found	Not exam'd
" " in way of side scuttles	None	Cement or Asphalt	Not exam'd	Air and Sounding Pipes	Not exam'd
Rudder and Sternframe	Efficient	Cargo and other Hatchways	Efficient	Doubling Plates under Sounding Pipes	Not exam'd
Decks	Efficient	Hatches and closing appliances	Efficient	Masts and Rigging examined and found	Efficient
Superstructures and their closing appliances	Efficient	Ventilators, their coamings and closing appliances	Efficient	Condition, how ascertained (State if wedges removed)	From deck
Coamings and Casings	Efficient	Companionways and Skylights	Efficient	Chain Locker	Not exam'd
Beams and Fastenings	Part exam'd Efficient	Shell Openings	None	EQUIPMENT	
Frames	Part exam'd Efficient	Ash Shoots	None	Equipment Letter	e
Reverse Frames	Not exam'd	Overboard Discharges and Scuppers	Efficient	Anchors, No. of 2 & 1	Condition Not exam
Longitudinals	-	Freeing ports	Open rails - Efficient	Cables (State if now ranged and examined)	Not ranged
Transverses	-	Steering Gear (Main and Auxiliary)	examined and found	" length Stated	mean diam.
Floors	Part exam'd Efficient	Windlass examined and found	Efficient	" (on board) Rule Length	Complete Size
Keelsons	Part exam'd Efficient	Pumps	Not exam'd	Hawsers and Warps	Sufficient
Stringers	Not exam'd	W.T. Doors	Efficient	State if any Anchors or Chain Cable have now been supplied or retested, if so,	None
Inner Bottom Plating	None			complete Report 8(Eq) and attach.	
Bulkheads <del>XXXXXX</del>	Part exam'd Efficient				

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

REMARKS, REPAIRS, Etc. (Contd.)

EMM

Survey Fee

Special Damage or Repair Fee (if any) £12-12-0

Travelling Expenses (if chargeable) 6-0

Second Surveyor's Fee (if any)

Date when A/c. Rendered 26/5/60

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