

F.E. FROM ACTS.	11/1
F.E. FROM ADMN F	18/1
PLA	Rpt. 1
Q.	11/1
Q.D.	11/1
TO REVIS. DEPT.	21/1

DISCLOSED
SECTION

No. 914

N/NESSO EL SALVADOR

DISCLOSED
SECTION
No.

4 JAN 1960

Port TRIESTE

No. 15093

When handed in at Local Office

25.12.1959

Received London

First Visit

18th October, '57

Last Visit

13th November, '59

No. of Visits

107

Date of completing report

Survey held at

Monfalcone

FIRST ENTRY SHIP REPORT

ON THE SS/MBS "ESSO LIVERPOOL"

Has Report been sent on (1) Freeboard of Ship? **yes**

(2) Machinery? **yes**

(Rpt. C11 & Rpt. C11 (Comp.) are to be forwarded in advance when freeboards are assigned by the Society. In cases where freeboards are assigned by another Authority or when ships are exempt from Load Lines, Rpt. C11 only need be forwarded).

Type of Ship **Oil Tanker**

Is machinery fitted aft? **yes**

Length (D 201 of Rules)* **660'**
Breadth (D 202 of Rules) **90'**
Depth (D 203 of Rules) **47'**
Draught (summer moulded) (D 204 of Rules) **35' 5.1/16"**
Deck Factor "F" excluding d₁ **-**
" " "F" including d₁ **-**
Gross tonnage **23719,70**
Net tonnage **12751,59**
Official number **300 999**
Signal letters **G D K E**

Built at **Monfalcone**
Launched **7th June, 1959** Yard No. **1841**
Builders **Cantieri Riuniti dell'Adriatico**
Owners **Esso Petroleum Co., Ltd.**
Address **Thames House North, Millbank LONDON S.W.1**
Managers **-**
Address **-**
Port of Registry **London**
Date of last survey in drydock **11,59**

GENERAL DECLARATION

Has the ship been built under Special Survey in conformity with the Society's Rules and Regulations and Secretary's letters? **yes**

Have the scantlings and arrangements of the ship as built been checked by you and found to be in accordance with the approved plans or with equivalent arrangements? **yes**

Have any modifications and/or additions to the original approved arrangements made during construction, been indicated in ink of a distinctive colour other than red on the approved plans now forwarded, and approved locally as being in accordance with or by standards equivalent to Rule requirements? **yes**

If separate plans of midship section and profile and decks showing the ship as built are forwarded, have they been checked with the approved arrangements and found in order? **yes**

Are the materials and workmanship satisfactory? **yes**

Have the freeboards been satisfactorily marked on the ship's sides and verified? **yes**

BUILDER'S DECLARATION : To the best of my knowledge the ship has been built in conformity with the Rules, Regulations and requirements of Lloyd's Register of Shipping.

CANTIERI RIUNITI DELL'ADRIATICO
CANTIERE NAVALE MONFALCONE

Builder's Signature

FEES, etc.

less 3%

Special Survey fee

B.F.A.

Travelling expenses

Freeboard

Late attendance fees

Total Trav. Exps

Fees applied for

Genoa Exps

Classification Certificate to be sent to

Date of issue

Has an Interim Certificate been issued?

Yes. Copy attached hereto.

Received

Trieste Office via Genoa

2.3.60

This Ship in my opinion is eligible to be classed:— **+ 100 A1**
(Special notations where part of class to be stated)

Oil Tanker

"Longitudinal Framing"

Signature

Surveyor(s) to Lloyd's Register of Shipping

A. Parodi

Committee's Minute

Character Assigned

FRIDAY 12 FEB 1960

+100 A1

Oil Tanker

LACP

DS 11.59

+LMC

ES

MBS

OF

Ts CL

11.59



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Hendy

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7.7700-847210-11.59

012771-012778-0018%

STEEL

Manufacturer's Name and/or Trade Mark of the steel used in the construction of the ship:—

Plates:— **Società Italiana Acciaierie Cornigliano (SIAC) Genoa Italy**

Acciaierie e Ferriere Lombarde Falck Milan Italy

ILVA-Alti Forni e Acciaierie d'Italia (Italy)

Sections:— **Cornigliano S.p.A. Genoa (Italy)**

Phoenix Iron & Steel Company (U.S.A.)

Has the steel been manufactured at works recognised by the Committee and tested in accordance with the Rules? **yes**

Process of manufacture (e.g. Open hearth, electric furnace, etc.) **Open Hearth or Electric Furnace**

Particulars of Special Quality Steel used **The following plating are of steel which has been specially approved under P.403 of the Rules in force at the time when plans were approved: Upper deck plating, sheer strake and strake below, from within poop to 1/2 L forwd., keel, bottom and bilge shell for 1/2 L amidships, and brackets to longitudinals at transverse bulkheads. Mill sheets for these plates are forwarded separately, together with sketches showing position of all P.403 plates.**

ELECTRIC WELDING

Parts of main structural importance electrically welded **Ship completely electrically welded, with the exception of one bottom shell seam p. & s., upper and lower bilge seams, sheerstrake seam, stringer angle, one deck seam p. & s., and minor items. Electric welding carried out by experienced operators manually and by machine (Union Melt Process).**

Parts examined by radiography **Radiographic and/or ultrasonic examination of welded joints in upper deck and shell plating extensively carried out. For position and extension see sketches forwarded.**

Were the electrodes used of types approved by the Committee? **yes**

FORGINGS, CASTINGS AND FABRICATED PARTS

ITEM	FORGING, CASTING OR FABRICATED (Certificates to be forwarded)	MAKER'S NAME
Stem bar	Fabricated (Steel welded plates)	
Shaft brackets	None	
Sternframe	Castings	S.I.A.C. Genoa - Campi
Rudder mainpiece or post	Castings	ILVA Marghera (Venice)
Rudder head	Forging	S.I.A.C. Genoa-Campi
Quadrant		
Tiller	Forgings	Società Anonima Fonderie Officine di Gorizia (Italy)

GENERAL PARTICULARS

Steering gear (Type & Maker) **Electro-hydraulic. Makers: Cantieri Riuniti dell'Adriatico Trieste**

Steering chains (Size & test) **None**

Ceiling in holds (Material & thickness) **None**

Parts of bottom plating on which cement or an approved composition is laid (if fitted):— **Bilge well frs.13-16: 1 coat of 'Vascote Base'; distilled & feed water tanks : 2 coats of 'Zinc Dust'; After peak & wash water DB tanks: 2 coats of 'Vascote S'**

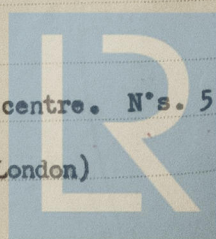
Insulated cargo compartments (if any):— **None**

Parts of structure of material other than steel (if any):— **Wheelhouse top of light alloy.**

If mechanical ventilation is fitted, state in which cargo spaces:— **None**

If cathodic protection is fitted, state in which tanks:— **N's. 1-2-3-4-5-6-7-8-9-11 centre. N's. 5 & 7 p. & s.**

Guardian Multifin System (F.A. Hughes & Company Ltd., London)



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ANCHORS

Letter **r +**

4 JAN 1960

CHAIN CABLES

Are joining shackles of the lugless type fitted?

yes

& Sparks

TOWLINE AND MOORING ROPES

CAST STEEL ANCHOR HEAD/DROP TEST

PARTICULARS FOR REGISTER BOOK (feet & inches)

Moulded length (see Key to Register Book) 660'-0" Moulded breadth 90'-0" Moulded depth 47'-0"

Number and material of decks one steel

Length of Poop 139° 7" R.Q.D. none Bridge 40° 0" Fo'cle 91° 6" Trunk none

Overall length 690° 0" Extreme breadth 90° 4.3/8" Rise of floor 4.1/2"

Is ship of O.S.D. Type? **no** Is ship of C.S.D. Type? **no** Is duct keel fitted? **no**

Is longitudinal framing fitted? (state where) **bottom shell fr.63 to 112. Side shell fr.13 & 39 to 120. Upper deck fr.13 to 133**

Is strengthening for navigation in ice fitted? (state class) **no**

Is additional strengthening for heavy cargoes fitted? **no**

Is the ship (if not a motorship) fitted for the carriage and burning of oil as fuel? **yes**

Is the ship (if not an oil tanker) fitted for carrying oil as cargo? **oil tanker** and if so state where, together with the flash point where required

to be inserted in the notation:—

Watertight and/or Oiltight Bulkheads (state number required by Rules) **9**

Bulkheads in ship extending to Upper deck on frame numbers:— 13, 39-43, 63-67, 68-69, 72, 76, 80, 84, 88, 92, Total = 17

Bulkheads in ship extending to deck below upper deck on frame numbers:— 120 Total = 1

Is E.S.D. fitted? **yes** Is Radar fitted? **yes** Is Position Fixing Device fitted? **no**

Is D.F. fitted? **yes** Is Gyro Compass fitted? **yes** Is Submarine Signalling apparatus fitted? **no**

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no
fitted?
no
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CAPACITIES OF TANKS (35 c.f. per ton) (Capacity Plan to be forwarded)
(O.F. or F.W. ONLY to be inserted against tanks used exclusively for oil fuel or fresh water)

Double bottom tanks:— No. 1 **F.W. only** No. 2 **F.W. only** No. 3 **F.W. only** No. 4 — No. 5 — No. 6 —
No. 7 — No. 8 — No. 9 — No. 10 — No. 11 — No. 12 —
Fore peak tank **625, 8** After peak tank **F.W. only** Midship deep tank —
Deep tank **Fwd. N°. 1 (fr. 120-133) 1358** Deep tank fwd. **N°. 2 (fr. 112-120) 1430** Topside tanks —
Tanks at sides of tunnel — Tanks in way of tunnel — Deck tanks **(2 on upper dk. fr. 19-23 F.W. only Built**
2 inside bridge " 93-96 F.W. only Engi
2 on steering gear flat fr. 11-18 Boile
centre **F.O. fr. 59-67 O.F. only** Wing tanks **Fr. 55-67 O.F. only** Other tanks **other small tanks independent from**
Suez tanks **hull's structure. For details see Capacity** **N°. 5 centre p. & s. frs. 92-96** **Shaf**
If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities:— **M.N.**
Trac

GENERAL REMARKS

Names and yard numbers of sister or similar ships to be stated below. Numbered list of "Approved" and "As Built" plans to be given below or furnished separately (Port, Report Number, Builders' Name and Yard Number, Name of Ship and title of plan in English to be stated on outside of all plans folded to a maximum size of 11" x 9". List of forging, casting or equivalent fabricated parts, certificates to be given below with Certificate number, Port and Date.)

This ship is a sistership of "ESSO COVENTRY"—Cantieri Riuniti dell'Adriatico Yard N°. 1840.

The following approved plans forwarded together with Rpt. 1 for the "ESSO SOUTHAMPTON" are valid also for the "ESSO LIVERPOOL":—

Midship Section (N°. 51), Midship Superstructures (N°. 52), Superstructures aft (N°. 53), Profile & upper deck (N°. 54), Sternframe (N°. 101), Turbine seatings (N°. 110), Boiler seatings (N°. 112), Holes in bottom transv. girders (N°. 124), Holes in centre & side girders in Main pump room (N°. 124/1), Boiler flat (N°. 127/1), Engine room casing (N°. 128), After end structure (N°. 152), Stem structure (N°. 152/1), Rudder (N°. 159), Rudder castings (N°. 159/1), Rudder head (N°. 159/2), Hatch for cargo tanks (N°. 412/4), Equipment Number (N°. 43).

The following "AS BUILT" plans, forwarded for the "ESSO SOUTHAMPTON" are valid also for the "ESSO LIVERPOOL":— Engine room casing (N°. 128), Rudder (N°. 159/A), Hatch cover (N°. 412/A)

The following approved plans, forwarded with Rpt. 1 for "ESSO COVENTRY" are valid also for this ship:—

- | | |
|--|--|
| 1). Oil tight bulkhead (N°. 62) ✓ | 9). Floors etc. in forwd. deep tanks (N°. 141/3) ✓ |
| 2). Oil tight bulkhead (details) (N°. 142) ✓ | 10). Forwd. cofferdam etc. (N°. 141/1) ✓ |
| 3). Shell expansion (N°. 133) ✓ | 11). O.F. bunkers aft (N°. 141) ✓ |
| 4). Transverses in cargo tanks (N°. 126) ✓ | 12). Forecastle (N°. 127/5) ✓ |
| 5). Transverses in cargo tanks (N°. 126/1) ✓ | 13). Fore end structure (N°. 153) ✓ |
| 6). Transverses & side stringers in E.R. (N°. 126/3) ✓ | 14). Sea connection boxes (N°. 164) ✓ |
| 7). Double bottom tanks (N°. 132) ✓ | 15). Sea connection boxes (N°. 164/2) ✓ |
| 8). Web frames etc. in forwd. deep tanks (N°. 141/2) ✓ | 16). Web frames etc. in forwd. deep tanks (N°. 141/2) ✓ |

Please kindly return after perusal all the above plans because they also refer to C.R.D.A. Yard N°. 1849, still under survey.

"AS BUILT" plans now forwarded for "ESSO LIVERPOOL"

Midship section (N°. 51)

Upper deck (N°. 127/2)

Capacity plan

Shell expansion (N°. 133)

LIST of Forging & Casting Certificates now forwarded:—

- | | |
|--|---|
| 1). Rudder tiller (1 half) N°. 3748 Trieste 9.4.58 ✓ | 6). Sternframe bolts & nuts N°. F.23655-E.23686 GEN ✓ |
| 2). Rudder tiller (1 half) N°. 3797/1 " 14.4.58 ✓ | 7). Rudder coupling belts N°. 4201 Trieste 23.4.59 ✓ |
| 3). Two rudder pintles N°. F.27282 GEN. 17.11.58 ✓ | 8). Rudder main piece N°. 0356 VEN. 14.10.58 ✓ |
| 4). Stern frame (upper & lower) N°. C.16141-C.16203 GEN. 12.7.58 ✓ | 9). Rudder stock N°. 26181 GEN. 8.9.58 ✓ |
| 5). Propeller boss N°. C.15708 GEN. 12.7.58 ✓ | |

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