

Rpt. 8

Port

HULL.

No. 66472

Date of writing Report 5/1/61.

When handed in at Local Office 5/1/61

Received London 11 JAN 1961

Survey held at Hull.

No. of Visits 3.

First Date 19/12/1960

Last Date 23/12/1960.

## 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.

60243

on the ~~XXXX~~ Steel M.S.

"ESSO LEEDS" (Oil barge).

Built at Thorne.

By Whom Richard Dunston, Ltd.

Tons gross 170  
Year 1956 Month 6

Owners Esso Petroleum Co. Ltd.

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

Managers

Port of Registry

Hull.

Surveyed Afloat or in Drydock Drydock.

Name of Dock Central Drydock.

Date of last examn. in Drydock 23/12/60.

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

Last Report: No.

66062

Port

Hull

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.

Give dates and references to any letters relating to this Report.

### SHIP'S CLASS

Date of Special and of Drydocking Surveys, etc.

Machinery

Oil tanker for service in the Rivers Humber & Trent also Aire & Calder Canals  
LMC 6,56  
M 7,58  
TSOG 6,59  
10,59

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 Yes, offered,

Freeboard as marked on ship and now verified - ft - ins

not required.

Was a damage report made by anyone else? If so, by whom? No.

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGES, DOCKING and ALTERATIONS.

DAMAGES stated to have been sustained by -

- (1). vessel colliding with barge "WIDGEON C" in Hedon Haven, River Humber, on the 19th December, 1960.
- (2). vessel touching bottom in the Goole - Leeds Canal on the 16th December, 1960.

FOUND (1). Shell plate B.1 from for'd. (s.s.) in way of fore peak tank indented and holed in one frame space.

(2). Shell plate B.9 from for'd. (s.s.) indented and holed in one frame space in way No.5 cargo tank.

PERMANENT REPAIRS NOW EFFECTED (1). Shell plate B.1 from for'd. (s.s.) cropped and part renewed.

(2). Shell plate B.9 from for'd. (s.s.) cropped and part renewed.

Fore peak and No.5 cargo tank (s.s.) filled on completion and repairs found tight.

CONTINUATION OVER/

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed	2 part							
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

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

Yes,

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

No.

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

Now.

Has Interim Certificate been issued?

Yes, copy attached.

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 vessel, so far as now surveyed is in efficient condition and eligible in my opinion to remain as classed with fresh record of D.S. 12,60.

Date of Committee

TUESDAY 14 FEB 1961

Minute

D.S. 12,60

30m,4,57 T.

Surveyor to Lloyd's Register of Shipping

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Lloyd's Register Foundation

012853-012860-0166

D.S. 12/60  
A.B.B.  
11/2/61



TABLE 1

D O C K I N G

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

## SURVEY

[illegible]

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

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

REMARKS, REPAIRS, Etc. (Contd.)

ALTERATIONS:- The existing hand steering gear has been disconnected. A new Electric Hydraulic steering unit manufactured by Messrs. Vickers Armstrongs (Engineers) Ltd., has been fitted.

New steering unit housed in stern flat and secured to efficient fabricated steel seating.

The original secondary means of steering has been retained viz:- Hand tiller on R.Q. Deck.

New steering gear tried under working conditions and found satisfactory.

S.R.L. APPENDIX (No.6). See Hul.Rpt.No.66062

~~XXXXXX~~ Damage 1. £3. 3s.

2. £3. 3s.

Special Damage or Repair Fee (if any)

6s.

Travelling Expenses (if chargeable).....

Second Surveyor's Fee (if any)

Date when A/c. Rendered