

Rpt. 8

Port HULL.

No. 66472

Date of writing Report 5/1/61.

When handed in at Local Office 11 JAN 1961

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~~ XXXX Steel M.S. "ESSO LEEDS" (Oil barge).

Tons gross 170

Built at Thorne.

By Whom Richard Dunston, Ltd.

When 1956 Year 6 Month

Owners Esso Petroleum Co. Ltd.

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

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

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 Date of Special and of Drydocking Surveys, etc.	Machinery
<u>Oil tanker for service in the Rivers Humber & Trent also Aire & Calder Canals</u>	<u>LMC 6,56</u> <u>M 7,58</u> <u>TSOG 6,59</u> <u>10,59</u>

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 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	<u>2 part</u>							
Removed and Faired or Repaired								
Faired or Repaired in place								

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

Now.

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.

W. J. ...
Surveyor to Lloyd's Register of Shipping

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

TUESDAY 14 FEB 1961

Date of Committee

Minute

D.S. 12/60

Noted for



© 2021

Lloyd's Register Foundation

012853-012860-0166

30m,4,57 T.

NOTES FROM REPAIRS

30 JAN 1961

TABLE 1

DOCKING

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

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		
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.		Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances	Yes.		Deep Tanks		
Holds			Oil Fuel Bunkers and Settling Tanks		
'Tween Decks			Side Tanks		
Fore Peak Spaces			Wing Tanks		
After " "			Other Tanks		
Engine Space			Cargo Tanks (Tankers)		
Boiler "			Cofferdams		
Under Engines and Boilers			Pump Rooms		
Tunnel and Well					
Coal Bunkers					
Chain Locker					
Other Spaces					
			Have Tanks now Examined been Cleaned as Necessary? -		
			Have Struts in Cargo Tanks (of Tankers) been removed? -		
			Have Tanks been Retested as necessary after completion of any Repairs? See Report.		

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 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 assigned. 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? Yes. 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.	Cargo and other Hatchways	Good.	Doubling Plates under Sounding Pipes	Not exd.
Decks	Good.	Hatches and closing appliances	Good.	Masts and Rigging examined and found	None.
Superstructures and their closing appliances	Good.	Ventilators, their coamings and closing appliances	Good.	Condition, how ascertained (State if wedges removed)	-
Coamings and Casings	Good.	Companionways and Skylights	Good.	Chain Locker	Not exd.
Beams and Fastenings	Not exd.	Shell Openings	None.	EQUIPMENT	
Frames	Not exd.	Ash Shoots	None.	Equipment Letter	
Reverse Frames	Not exd.	Overboard Discharges and Scuppers	Not exd.	Anchors, No. of <u>1B</u>	Condition <u>Good.</u>
Longitudinals	Not exd.	Freeing ports <u>Open rails - unobstructed.</u>		Cables (State if now ranged and examined)	<u>Not ranged.</u>
Transverses	Not exd.	Steering Gear (Main and Auxiliary)	Good.	" length <u>Stated</u>	mean diam. <u>Stated</u>
Floors	Not exd.	examined and found	Good.	" Rule Length <u>complete.</u>	Size <u>Sufficient.</u>
Keelsons	Not exd.	Windlass examined and found	Good.	Hawsers and Warps	Sufficient.
Stringers	Not exd.	Pumps " " "	Not exd.	State if any Anchors or Chain Cable have	
Inner Bottom Plating	None.	W.T. Doors " " "	None.	now been supplied or retested, if so,	<u>No.</u>
Bulkheads and Tunnel	Not exd.			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.

Damage 1. £3. 3s.
2. £3. 3s.
Special Damage or Repair Fee (if any)
Travelling Expenses (if chargeable) 6s.

© 2021
Lloyd's Register
Foundation