

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 17/7/57. When handed in at Local Office 19 JUL 1957. Port of HULL.

No. in Survey held at HULL. Date, First Survey 26/6/57 Last Survey 2/7/1957.

Reg. Book on the Wood, Iron or Steel m.v. "ESSO LEEDS" (No. of Visits)

09676

TONNAGE: — Built at Thorne By whom Richard Dunston, Ltd. When YEAR 1956 MONTH 6

GROSS 170 Owners Esso Petroleum Co., Ltd. Owners' Address —

UNDER DEK — Managers —

NET 89 Port belonging to Hull

Surveyed Afloat or in Dry Dock? Drydock Name of Dock North Bridge Drydock. Destined Voyage —

UDBorDBa feet; uE&B feet; f feet

al capacity tons. FPT tons; APT tons; MT feet tons.

only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

ast Report, No. 62839 Port Hull

Medical Surveys, when held, must be reported in detail and verbatim 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) 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 shown below. Whenever the replacement of Anchors or Chains is reported the particulars should 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.

Offered, not required.

Was a damage report made by anyone else? if so, by whom? Yes. Underwriters Surveyor.

PAIRS, OR EXAMINATION AS PER RULE FOR DOCKING, DAMAGE & ALTERATIONS.

NOW DONE:- Vessel placed in drydock. Shell plating, sternframe and rudder cleaned, examined, found or placed in efficient condition and recoated.

Deck, casings, coamings, hatchways, air pipes, ventilators, all closing and securing appliances, windlass, steering gear and general equipment generally examined and found satisfactory.

DAMAGE. Cause unknown.

PERMANENT REPAIRS NOW EFFECTED. Keel plate No. 1 from forward renewed. 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 ...	1	-	-	-	-	-	-	-
Removed and Faired or Repaired	-	-	-	-	-	-	-	-
Faired or Repaired in place ..	5	-	-	-	-	-	-	-

PRESENT CONDITION OF THE parts now examined:-

Planks.....	Good	Bulkheads.....	-	Engine Room Skylights.....	Good	Copper, or Y.M.....	-
Planking of Decks.....	Good	Ceiling.....	-	Coal Bunkers, Openings, Covers, &c.....	-	(State if on Felt.)	-
Coamings.....	Good	Cement or Asphalt.....	-	Oil Bunkers.....	-	When fitted, Month.....	Year.....
Stems & Fastenings.....	-	Rudder.....	Good	Scuppers.....	-	Boats.....	-
Outside Plating.....	Good	Steering gear and its connections.....	Good	Cargo Hatchways.....	Good	Masts, Yards, &c.....	-
" " in way of sidelights.....	-	Windlass.....	Good	Hatches Steel O.T.....	Good	Condition, how ascertained.....	-
Stems.....	-	Have pumps been examined and found efficient?.....	-	Planking.....	-	(State if wedges removed.)	-
Reverse Frames.....	-	Have Sluice Valves been examined and found efficient?.....	-	Caulking.....	-	Equipment letter.....	-
Longitudinals.....	-	Have Watertight Doors been examined and found efficient?.....	-	Treenails.....	-	Anchors, No. of.....	1B
Transverses.....	-	Have Ventilators and their Coamings been examined and found efficient?.....	Yes	Breasthooks & Stemson.....	-	Cables (State if now ranged).....	Not
Stems.....	-	Air and Sounding Pipes.....	Good	Transoms, Pointers & Crutches.....	-	stated length.....	mean diam.....
Stemson.....	-	Doubling Plates under Sounding Pipes.....	-	Timbers of Frame at openings.....	-	" (on board.).....	complete
Stringers.....	-			" " at other places.....	-	" Rule length.....	size.....
Over Bottom Plating.....	-			Stringers, Clamps & Shelves.....	-	Chain Locker.....	-
Were the Tanks been examined internally.....	No.			Salting.....	-	Hawsers & Warps.....	Sufficient
Were the Tanks been tested.....	See Rpt.			State if examined.....	-	Standing and Running Rigging.....	-
						Sails.....	-

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."

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. 7.57.

Fee (per Section 23) £ : : Fees applied for, 19

al Damage or Repair Fee (if any) £ 5 : 5 : Received by me, 19

alterations (per Section 23) £ 5 : 5 : Noted for Header

elling Expenses (if chargeable) £ : 4 :

Second Surveyor's Fee (if any) £ : :

Committee's Minute

Charter Assigned

DS 7.57

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

012853-012860-01286



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Shell plates A1, B1, B2 & B3 from for'd (s.s.) faired in place.

Fore peak tank tested on completion and repairs found satisfactory.

ALTERATIONS:- (See Lon. letter Ref. Ship 25/6/57.)

Further modification to the rudder has now been carried out on the Owners instructions with a view to improving the steering qualities of the ship.

The modification consists of a 9" x  $\frac{3}{4}$ " plate extension fitted to the after end of the rudder blade.

This extension has been efficiently stiffened by 3" x 1" Context bars (P. & S) spaced to suit the existing rudder framing.

(See sketch of modification accompanying this report.)

Interim Certificate issued, copy attached.

MACHINERY: - Propeller and outside fastenings examined and found satisfactory.

Wear down not taken, close fit.

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

ANCHORS.

[illegible]

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

## CHAIN CABLES.

[illegible]