

19 FEB 1957

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16/2/57. 19 When handed in at Local Office 19 Port of HULL.

No. in Survey held at HULL. Date, First Survey 15/1/57 Last Survey 8/2/57 19

Reg. Book on the Wood, Iron or Steel M. Tank Barge "ESSO LEEDS" (No. of Visits 6)

59422 Built at Thorne By whom Richard Dunston, Ltd. When YEAR MONTH.

TONNAGE: — Owners Esso Petroleum Co. Ltd. Owners' Address —

GROSS 170 Managers — Port belonging to Hull

UNDER DK —

NET 89

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

Cell DB or DBa feet: uE&B feet: f feet

total 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.

Last Report, No. 62347 Port Hull

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
1st barge carry- ing petroleum in bulk for service Humber & Trent Calder canals.	LMC N6.56 TSOG 6.56 on the Rivers also Aire & Calder canals.

Periodical Surveys, when held, must be reported in detail and serially 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

In 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? U.W. Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE FOR DOCKING, DAMAGE AND ALTERATIONS.

NOW DONE:— Vessel placed in dry dock. Shell plating, sternframe and rudder cleaned,

examined, found or placed in efficient condition and recoated.

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

DAMAGES: Causes not stated.

No. 1 - Shell plate No. 1 from forward in 1st below sheer (port side) cropped and part renewed.

Shell plate No. 1 from forward in sheerstrake (port side) faired in place.

Shell plate No. 2 from forward in 1st below sheer (port side) faired in place.

One main frame cropped and part 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 ...	2 Part	1 Part						
Removed and Faired or Repaired	—	—						
Faired or Repaired in place ..	2	3						

PRESENT CONDITION OF THE parts now examined:—

Decks Good	Bulkheads —	Engine Room Skylights Good	Copper, or Y.M. —
Baulking of Decks Good	Ceiling —	Coal Bunkers, Openings, Covers, &c. —	(State if on Felt.)
Coamings Good	Cement or Asphalt. —	Oil Bunkers —	When fitted, Month Year
Beams & Fastenings —	Rudder Good	Scuppers —	Boats —
Outside Plating Good	Steering gear and its connections Good	Cargo Hatchways Good	Masts, Yards, &c. Good
" " in way of sidelights —	Windlass Good	Hatches Steel O.T. Good	Condition, how ascertained From dk.
Frames —	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
Booms —	Air and Sounding Pipes Above dk. Good	Transoms, Pointers & Crutches —	" length — mean diamr. —
Beelsons —	Doubling Plates under Sounding Pipes —	Timbers of Frame at openings —	(on board.) complete
Riggers —		" " at other places —	" Rule length — size
Inner Bottom Plating —		Stringers, Clamps & Shelves —	Chain Locker —
Have the Tanks been examined internally? No		Salting —	Hawsers & Warps Sufficient
Have the Tanks been tested? No		State if examined	Standing and Running Rigging Good
			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 docking 2.57.

Alterations

Survey Fee (per Section 23)	£ 10 : 10 : 0	Fees applied for,
Special Damage or Repair Fee (if any) No. 1	£ 3 : 3 : —	19
(per Section 23) No. 2	£ 3 : 3 : —	Received by me,
Travelling Expenses (if chargeable)	£ : 12 : —	19
Second Surveyor's Fee (if any)	£ : : —	

Committee's Minute

Character Assigned

TUESDAY 12 MAR 1957

2.57 Huel.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

012853-012860-0184

N.B.—If this happens to happen by copying a text, especially there must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

DAMAGE NO. 2 - Shell plate No. 2 from forward in sheerstrake (Stb'd side) cropped
and part renewed.

Fore peak tank pressed up on completion, repairs examined and found satisfactory.

Steering Gear:- The original installation of wire rope and rod, hand steering gear has now been dispensed with and a new set of rod and chain gear fitted. The arrangement is as shown on the plan "Proposed Alteration to Hand Steering Gear" approved per Secretary's letter dated 5th December 1956. The short link chain now fitted is 9/16" dia. tested in accordance with Rule requirements. The M.S. rods are 5/8" dia. The steering gear is complete with spring buffers, stretching screws etc., and the guide sheaves, quarter blocks etc., are of dimensions as required by Rule.

Whilst testing steering gear on completion of above alterations, the rudder was found to be abnormally stiff. Rudder unshipped and alignment of sternframe and deck carrier checked and found satisfactory. The spigot on the upper half

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower														If Patent state name of Patentee		
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

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

CHAIN CABLES.

[illegible]

MACHINERY- Propeller and outside fastenings examined and found satisfactory.

Wear down - close fit.