

Rpt. 1 DISCLOSED SECTION

Port TRIESTE

DISCLOSED SECTION

19 JUL 1960

No. 910 No. 15215

Date of completing report

When handed in at Local Office

Received London

Survey held at

Monfalcone

First Visit 24<sup>th</sup> Oct 1957

Last Visit 14<sup>th</sup> May 1960

No. of Visits 121

F.E. FROM A.C.S.	26/7
F.E. FROM ADMIN/F	27/7
PLANS RECD.	20/7
CERTS. RECD.	20/7
TO RPTS. DEPT.	28/7

## FIRST ENTRY SHIP REPORT

ON THE SS/MS ESSO DUBLIN

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'

Built at

Monfalcone

Breadth (D 202 of Rules)

90'

Launched

4th October, 1959

Yard No.

1849

Depth (D 203 of Rules)

47'

Builders

Cantieri Riuniti dell'Adriatico

Draught (summer moulded) (D 204 of Rules)

35' 5 1/16"

Deck Factor "F" excluding d<sub>1</sub>

✓

Owners

Esso Petroleum Co., Ltd.

"F" including d<sub>1</sub>

✓

Address

Thames House North, Millbank - London S.W.1

Gross tonnage

23719.70

Managers

-

Net tonnage

12751.59

Address

-

Official number

301088

Port of Registry

London

Signal letters

G F H P

Date of last survey in drydock

5.60

### 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 NAUTICO MONFALCONE

Builder's Signature

FEES, etc.

Special Survey fee

£ 4773.16.0 less 30% = £ 3341.12.0

Travelling expenses

(Trieste & Genoa)

£ 226.16.0

B.F.A.

£ 45.14.0

Late attendance fees

£ 4.0.0

Freeboard

£ 85.14.0

Fees applied for

Through London

Received

Classification Certificate to be sent to

Trieste Office via Genoa

Date of issue

5.9.60

Has an Interim Certificate been issued?

Yes. Copy attached hereto

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

Oil Tanker

Account Rendered

Longitudinal Framing.

21 JUL 1960

From LONDON

Signature

Surveyor(s) to Lloyd's Register of Shipping

Committee's Minute

FRIDAY 26 AUG 1960

Character Assigned

+100 A1

Oil Tanker

LACP

DS 5.60

+LMC

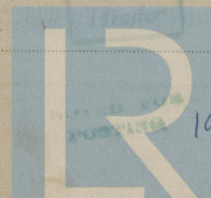
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OF

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TS 60



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## 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**

**I.L.V.A. 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:—**  
(Advice notes to be forwarded separately with plan showing disposition of these plates)

**Upper deck plating, sheer strake and strake below, from within poop to 1/2 L forward, keel, bottom & 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 exception of one bottom and shell seam, upper and lower bilge seams, sheer strake 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 points in upper and shell plating extensively carried out. For position 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	<b>Fabricated (steel welded plates)</b>	
Shaft brackets	<b>none</b>	
Sternframe <b>Y</b>	<b>Castings (three parts)</b>	<b>SIAC - Genoa Campi</b>
Rudder mainpiece or post <b>Y</b>	<b>Castings (two parts)</b>	<b>ILVA - Marghera</b>
Rudder head <b>Y</b>	<b>Forging</b>	<b>SIAC - Genoa Campi</b>
Quadrant	<b>-</b>	
Tiller <b>Y</b>	<b>Forging</b>	<b>SAFOG - Gorizia.</b>

## GENERAL PARTICULARS

Steering gear (Type & Maker) **Electro-hydraulic** **2 independent electric pump sets & 1 hand emergency hydraulic pump.**  
**Makers: C.R.D. Adriatico**

Steering chains (Size & test) **none** Windlass (Type & Maker) **Steam. Makers: CNOM - Venice**

Ceiling in holds (Material & thickness) **none** Are cargo battens fitted in holds? **no** in 'tween decks? **no**

Parts of bottom plating on which cement or an approved composition is laid (if fitted):— **F & A Peak: Darcy Alum.**

**DB F.W. Tanks; HV Damcoat; DB & Cargo tank cofferdams: Bitumastic**

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°. 1-2-3-4-5-6, 7, 8, 9, 11 centre N°. 5 & 7 p. & s. Guardian Multi-fin system**



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## EQUIPMENT

Number 93903

Letter

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## ANCHORS

Certificate No.	Anchor	Weight of Anchor	Weight of Stock (if any)	Test per Certificate	Rule weight	Description of Anchor	Where and when tested
84	Bower (1)	7040 kgs	Stockless	81831 kgs	7110	Stockless Terni	Establishments of Messrs. TERNI, Soc. per l'Industria e l'Elettricit�
85	" (2)	7030 "	do	81831 "	7110	do	TERNI - 9.6.59
86	" (3)	7010 "	do	81831 "	7110	do	C. Starc
	Coll. wt.	21080			21330		
	Stream		= 98.8%				

## CHAIN CABLES

Number of Certificate	Supplied		Test per Certificate		Weight of Chain Cable				Rule		Description and Material	Makers of Cable	Where and when tested	
	Length	Dia.	Stat.	Bkg.	Supplied			Rule		Length				Dia.
					Fms. or Meters	Ins. or Kgs.	Tons or Kgs.	Cwts.	Qrs.					
29905	165.1/6	2.15/16"	277.7	198.4	745	1	4	721	165	2 15/16"	STUD LINK SPECIAL STEEL	SAMUEL TAYLOR & SONS (BEVERLEY HILL) LTD.	NETHERTON 31.5.57	
"	14 JOINING & 1 END SHACKLES, ALL LUGLESS													
"	1 SPARE JOINING SHACKLE													
"	1 SINGLE LINK (COMMON LINK), ONE SWIVEL													
30240	165	2.15/16"	277.7	198.4	748	0	10	720.5	165	2 15/16"				
"	13 JOINING & 1 END SHACKLES, ALL LUGLESS													
"	3 SPARE JOINING & 1 END SHACKLES, ALL LUGLESS										DO	DO	NETHERTON 16.1.58	
"	1 SINGLE LINK (COMMON LINK), ONE SWIVEL													
30515	30	2.15/16"	277.7	198.4	134	2	4							
"	2 JOINING SHACKLES, LUGLESS										DO	DO	NETHERTON 13.3.60	
Stream wire or chain	/	/	/	/	/	/	/	/	/	/	/	/	/	

Are joining shackles of the lugless type fitted? yes

2 SHANK

## TOWLINE AND MOORING ROPES

## CAST STEEL ANCHOR HEAD DROP TEST

Item	Supplied		Breaking Test	Rule		Maker's Name	Certificate number	Weight (to include pins, etc.)	Surveyors' Initials	Date of Test
	Length	Circ.		Length	Circ.					
	<del>Fathoms</del> or metres	<del>Ins.</del> or m/m.	<del>Tons or</del> kilogs.	<del>Fathoms</del> <del>or metres</del>	<del>Ins.</del> <del>or m/m.</del>	Bower (1) TERNI	2972(84)	4775 2000 /	CS	28.4.59
						" (2) do	2973(85)	4728 2040 /	CS	28.4.59
						" (3) do	2974(86)	4742 2005 /	CS	28.4.59
Towline 6x3 7/2.6 + 1	255	56.5	191668	140	7	✓				
Mooring						Stream				
12 Ropes (MANILA) P & S	220 m EACH	228	38800	6x120	9	✓				

## PARTICULARS FOR REGISTER BOOK (feet &amp; 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 frs.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:—

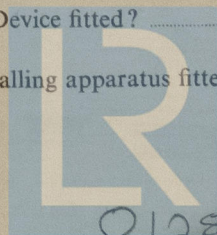
Watertight and/or Oiltight Bulkheads (state number required by Rules) 9

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 = 21

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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## 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 **FW only** No. 2 **FW only** No. 3 **FW 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 **FW only** Midship deep tank  
 Deep tank **frd** 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 deck fr.19-23, FW only  
 Centre **FO** fr.59-67 **OF only** Wing tanks **fr.55-67 OF only** Other tanks other small tanks independent from  
~~side~~ tanks hull's structure—for details see capacity pl  
 If ship is an oil tanker state the numbers of main cargo tanks used exclusively for water ballast (if any) with capacities: N°.5 centre p. & s. frs.92-96, 4

## 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"—C.R.D.A. Yard N°.1840 and "ESSO LIVERPOOL"—C.R.D.A. Yard N°.1841.

The following approved plans forwarded with Rpt.1 (N°.14895) for the "ESSO SOUTHAMPTON"—C.R.D.A. Yard N°.1839 are valid also for "ESSO DUBLIN".

Midship section (N°.51), Midship Superstructures (N°.52), Superstructures aft(N°.53) Profile and upper deck (N°.754) 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); Sternstructure (N°.152/1); Rudder (N°.159); Rudder castings(N°.159/1); Rudder Head(N°.159/2); Hatch for cargo tanks(N°.412/A); equipment number (N°.43).

The following 'As Built' plans forwarded for the "ESSO SOUTHAMPTON" are valid for the "ESSO DUBLIN": Engine room casing(N°.128); Rudder(N°.159/A); Hatch cover (N°.412/A).

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

Oil tight bulkhead(N°.62); Oil tight bulkhead-details(N°.142); shell expansion (N°.133); Transverses in cargo tanks(N°.126/1); transverses &c in E.R.(N°.126/3); Double bottom tanks; web frames &c, in fwd. DTs(N°.141/2); floors &c in fwd. DTs(N°.141/3); fwd. cofferdam &c (N°.141/1); OF bunkers aft (N°.141); Forecastle(N°.126/1); Fore end structure (N°.153); sea connection boxes (N°.164); sea connection boxes (N°.164/2)

As Built Plans now forwarded for the "ESSO DUBLIN":

Midship Section

Stern frame

Upper deck

Rudder

Shell expansion

Openings in upper deck

Capacity Plan.

List of forgings & casting certificates now forwarded:-

- |  |  |
|--|--|
| 1). Rudder tiller (two halves) N°.4291 Trieste 27.4.59 | 5). Upper part of sternframe N°.16720 Genoa 2.12.58        |
| 2). " pintles (two) N°.27358 Genoa 4.6.59              | 6). Sternframe boss N°.16648 Genoa 2.12.58                 |
| 3). " head N°.F.26495 Genoa 3.12.58                    | 7). Rudder mainpiece (two halves) 0442 Venice 8.5.59       |
| 4). Sternframe Skeg N°.16647 Genoa 2.12.58             | 8). Ten couplingbolts for do F.26147-F.26209 Genoa 2.12.58 |

## SPECIAL FEATURES



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