

Rpt. 8.

(Received at London Office

18 FEB 1949

No. 6282

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8th February 1949 When handed in at Local Office 12th February 1949 Port of Oslo
 No. in Reg. Book. 58384 Survey held at Stavern and Abo Date, First Survey 18th July 1947 Last Survey 18th December 1948
 on the Wood, Iron or Steel tin resam motor vessel "ESSO 5" (No. of Visits 11)
 TONNAGE:— Built at Paisley By whom Fleming and Ferguson When 1944
 GROSS 396 Owners Oslandske Petroleum Compagni Owners' Address _____
 UNDER DK. 308 Managers _____ (If not already recorded in Appendix to Register Book).
 NET 101 Port belonging to Oslo

Surveyed Afloat or in Dry Dock? Both Name of Dock Aker Mekk Verket Destined Voyage Coasting, Oslo fjord
 Depth of Water 10 feet; uE & B 10 feet; f 10 feet
 Total capacity 10 tons. FPT 10 tons; APT 10 tons; MT 10 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. _____ Port _____

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. M. 20/9/47, 13/9/47, 2/6/48, 19/6/48, 24/11/47.
 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. ✓
 Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Was a damage report made by anyone else? if so, by whom? ✓
 REPAIRS, OR EXAMINATION AS PER RULE, FOR Classification and Conversion to a tanker.

This vessel was placed in floating dock. Shell plating cleaned, examined and coated. Rudders examined, with made stock. Ship undocked 28th June 1948.
 The vessel, having been purchased by her present owners was converted into a tanker, for carrying oil in bulk, F.P. above 150° F.
 All exterior and interior fittings and equipment, all accommodation removed. Vessel scaled throughout. Examined all internal spaces, framing, bulkheads, deck, beams & girders, fore and after peak spaces, engine space, under engines, anchors and anchor wires, rigging, steering gear and auxiliary gear, anchor capstans (one aft and one forward, W.T. doors, ventilators, coamings, air and sounding pipes.
 Examined internally and tested oil fuel bunker, fresh water tank & fore peak tank, and cofferdams.

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

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	(State if on Felt.)
Caulking of Decks		Coal Bunkers, Openings, Covers, &c. <u>✓</u>	When fitted, Month <u>Year</u>
Stowings		Oil Bunkers <u>Good</u>	
Rings & Fastenings <u>Good</u>	Rudder (turn rudders) <u>good</u>	Scuppers <u>Good</u>	Boats <u>Good</u>
Outside Plating	Steering gear and its connections	Cargo Hatchways <u>Good</u>	Masts, Yards, &c. <u>Good</u>
" " In way of sidelights <u>✓</u>	Windlass <u>capstans</u> <u>good</u>	Hatches <u>O.T.</u>	Condition, how ascertained <u>by hammering</u>
Frames <u>Good</u>	Have pumps been examined and found efficient? <u>Yes</u>	Planking	(State if wedges removed)
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking	Equipment letter
Longitudinals <u>Good</u>	Have Watertight Doors been examined and found efficient? <u>Yes</u>	Treenails	Anchors, No. of <u>2B</u>
Transverses <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson	Cables (State if now ranged) <u>Steel wires</u>
Ports <u>Good</u>	Air and Sounding Pipes <u>Good</u>	Transoms, Pointers & Crutches	" length _____ mean diamr. _____
Belsons	Doubling Plates under Sounding Pipes <u>"</u>	Timbers of Frame at openings	" Rule length _____ size _____
Stingers		" " at other places	Chain Locker <u>Good</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shelves	Hawsers & Warps <u>"</u>
Have the Tanks been examined internally? <u>Yes</u>		Salting	Standing and Running Rigging <u>"</u>
Have the Tanks been tested? <u>Yes</u>		State if examined.	Sails <u>✓</u>

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."
 It is recommended that this vessel be classed A- 12-48, Docking date 6-48, with freeboard corresponding to a summer moulded draught of 8'6", carrying oil in bulk, F.P. above 150° F. For coasting service within limits to be defined by the Committee (proposed Oslo fjord and East Coast to Kristiansand)

Survey Fee (per Section 29)	<u>Nr. 760.00</u>	Fees applied for,	<u>31/12/1948</u>
Conversion or Repair Fee (if any) (per Sec. 29)	<u>" 600.00</u>	Received by me,	<u>8/1 1949</u>
Travelling Expenses (if chargeable)	<u>" 195.00</u>		
Second Surveyor's Fee (if any)	<u>" :</u>		

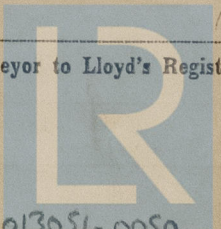
Committee's Minute. FRI 13 MAY 1949

Character Assigned See minute on F.P. Rpt.

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this office

to be sent to



Full Particulars of Classification of hull entered in 1949-50 26.4.49

013042-013051-0050

The workmanship is good; electric welding carried out by experienced welders, with approx. electrodes.
all tanks tested on completion of the repairs

A preboard assignment was not required.

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

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																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

If Patent state name of Patentee.

If Stockless, state Mechanical Test.

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

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.