

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19th Mar 1942 When handed in at Local Office 19th Mar 1942 Port of Galveston Texas
No. in Reg. Book 44072 Survey held at Galveston Texas Date, First Survey 12th Feb Last Survey 9th March 1942
(No. of Visits 10)

TONNAGE:—
GROSS 7699
UNDER DK. 6943
NET 4654
Built at Hearny N. J. By whom Federal S.B. & D.D. Co When 1938 YEAR. MONTH.
Owners Standard Oil Co of New Jersey Owners' Address (if not already recorded in Appendix to Register Book)
Managers — Port belonging to Wilmington Del

Surveyed Afloat ✓ in Dry Dock? Boat Name of Dock Fed Gal D D Co Ltd Destined Voyage —

Cell DB or DBa — feet; uE&B — feet; f — feet
total capacity — tons. FPT. — tons; APT — tons; MT — feet tons. } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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. 4032 Port GAL.

(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. ✓

Society's Freeboard (if assigned) as — ft. ins. painted on Ship and now verified MS Jolly, L.

Was a damage report made by anyone else? if so, by whom? ✓

REPAIRS, OR EXAMINATION AS PER RULE 100 S.S. No 1 (9 repairs) due 1.42.

Now Done - Examined vessel in dry dock, Shell plating & Rudder cleaned examined and coated, Anchors & cables ranged & examined 300 fms. 2nd diam^m, examined fore peak tank & spaces, Chain locker, forward dry cargo hold, deep tank, all cargo tanks, Cofferdams pump rooms, oil fuel tanks, double bottom tanks, crew & machinery spaces, under engines & boilers, After peak tank & spaces, all found or now placed in good order. Fore peak, deep tank, Oil fuel tanks, double bottom tanks, cofferdams & after peak tank tested to rule requirements & found or now made good. Examined decks, casings masts (no wedges) rigging, air & sounding pipes, steering gear & connections, windlass pumps & water tight doors, all found or now placed in good order. ventilators & boots examined & found in good order. See cont

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

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Fell.)
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	When fitted, Month <u>—</u> Year <u>—</u>
Caulking of Decks <u>"</u>	<u>Good</u>	<u>Good</u>	Boats <u>Good</u>
Hamings <u>"</u>	<u>Good</u>	<u>Good</u>	Masts, Yards, &c. <u>"</u>
Beams & Fastenings <u>"</u>	<u>Good</u>	<u>Good</u>	Condition, how ascertained <u>By Exam</u>
Outside Plating <u>"</u>	<u>Good</u>	<u>Good</u>	(State if wedges removed.) <u>None</u>
" " in way of sidelights <u>"</u>	<u>Good</u>	<u>Good</u>	Equipment letter <u>—</u>
Frames <u>"</u>	<u>Good</u>	<u>Good</u>	Anchors, No. of <u>3 B. 15 (4)</u>
Reverse Frames <u>"</u>	<u>Good</u>	<u>Good</u>	Cables (State if now ranged) <u>Yes</u>
Longitudinals <u>"</u>	<u>Good</u>	<u>Good</u>	" length <u>300 fms</u> diam ^m <u>2 1/16</u>
Transverses <u>"</u>	<u>Good</u>	<u>Good</u>	" (on board) <u>300</u> size <u>2 1/16</u>
Doors <u>"</u>	<u>Good</u>	<u>Good</u>	Chain Locker <u>Good</u>
Belsons <u>"</u>	<u>Good</u>	<u>Good</u>	Hawseers & Warps <u>"</u>
Riggers <u>"</u>	<u>Good</u>	<u>Good</u>	Standing and Running Rigging <u>"</u>
Inner Bottom Plating <u>"</u>	<u>Good</u>	<u>Good</u>	Sails <u>✓</u>
Have the Tanks been examined internally? <u>Yes</u>	<u>Good</u>	<u>Good</u>	
Have the Tanks been tested? <u>Yes</u>	<u>Good</u>	<u>Good</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."

This vessel is now in good & efficient condition, eligible in my opinion to remain as now classed with fresh record of survey 2-42 and notation 1 SS (S.S. No 1) - 42. now, Subject to the longitudinal bulkheads of No. 6 Centre Tank and ends of longitudinal bulkheads being tested being dealt with at Owners convenience

Fee (per Section 29) £214.50
Damage or Repair Fee (if any) £
Hilling Expenses (if chargeable) £1.50
Surveyor's Fee (if any) £

Fees applied for, 19/3/42

Received by me, ✓

Levi Rennie

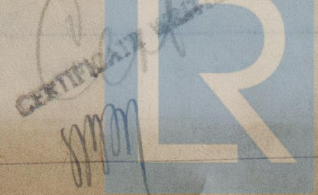
M. Dickinson

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

100 A1 carrying Petroleum in bulk. Fitted for oil fuel 1,38 F.P. above 150°F S.S. GAL. No. 1-42 LMC-3-42 Subject



Lloyd's Register of Shipping
Foundation

S/S Esso Houston

Cont.) Owners Repairs - No 6 main cargo tank Port side fore & aft bulkhead found bulged outboard, the vertical ^{bulkhead} webs (frames) & the diagonal H beam shell bracing buckled, in the No 6 Port wing tank. Both deep web frames released bulkhead partly failed, the web frames failed & replaced, five H beams released & three failed & replaced. Ten started connecting brackets rewelded on longitudinal stiffeners to bulkheads in the wing tank & three in center tank. On the Starb fore & aft bulkhead the two bottom brackets to transverse girders broken at the welding for about one foot from top of bracket rewelded. All longitudinal fore & after bulkheads stiffeners were found slightly buckled at about one foot from ends ^{with wing tanks} adjacent to the transverse bulkheads of No 6 Port & ^{Starb.} wing tanks. But not in my opinion enough to be dealt with, & the two fore & aft bulkheads of No 6 Center tank has slight bulges outwards in an even curve from top to bottom & about a depth of three inches at its center, the water test showed everything sound & tight, (See below).

The fairwater cone for propeller hub was renewed, Rope guard renewed & the starb side of rudder where welding was breaking was Vied & rewelded.

Note: This vessel has now been fitted with complete defense requirements & all sea valves protected.

M.D.

With reference to the foregoing damage to bulkheads the circumstances of the casualty was stated to be unknown, but it is presumed that on some occasion when ballasting No 6 Centre tank an excessive air pressure occurred. As a part permanent repair the bulkheads, stiffeners & connections have been placed in a sound & efficient condition and all bulkheads in the vicinity of the damage tested under pressure and all found or now made tight.

The present condition is as follows.

No 6 Centre tank - The port & starb. longitudinal bulkhead plating slightly bulged outboard in an even curve a maximum depth of about three inches at centre. Forward transverse bulkhead - one vertical web slightly buckled.

Port No 5 wing tank - The horizontal stiffeners on the longitudinal bulkhead are slightly kinked or buckled at their after end.

Starb No 5 wing tank - after end of longitudinal, ditto but to a lesser extent.

Port & Starb No 4 wing tank respectively - The horizontal stiffeners on the longitudinal bulkhead very slightly kinked at forward end.

It seems very improbable that the owner will deal with this condition but the Class has been made subject as recommended.

W.R.