





NOTE: All shell plates numbered from aft.

## DAMAGE REPAIRS NOW EFFECTED:

Damage a. (Fore peak damage)

Starboard shell side plate J 19 cropped and after part removed, built E.W.  
 Starboard vertical shell side plate adjacent to stem in way of stringer I cropped  
 and partly removed, built E.W. Same vertical shell side plate on PS failed  
 in place. Left plate stem in way of stringer I (buckled) cropped and  
 a new piece of plate about 1000 x 1000 x 22 mm inserted by E.W.  
 1 buckled floor plate removed. 1 stringer plate removed, failed and  
 refitted, leg angles removed, 1 frame removed, failed and refitted, 2  
 frames failed in place.

Damage b. (Wing tanks nos 2 &amp; 4 on SS and no 20 on PS)

The following (indicated) shell side plates have been released and  
 failed in place: Starboard side: H 17, J 14, K 16, K 1-A, K 1-3 and Port side K 16  
 1 shell side plate (badly buckled) on Port side cropped and partly removed, built  
 E.W. L 15 - full part. 2 longitudinals in way of H 17 and K 1-3 on Starboard  
 side failed in place.

Damage c. (Starboard wing tanks nos 7, 8 and 9)

Shell side plates removed, failed and refitted on SS = K 7, 8 -

" " failed in place J 7, 8 and 10; K 9, 10 and L 8 -

Damage d. (port wing tanks nos 6, 8 and 9)

Shell side plate K 6 cropped and full part removed on Port side, built E.W. -

Shell side plates released and failed in place on Port side H 11; K 8; L 7, 9; M 8 -

Longitud. frames cropped and partly removed on PS in Tank 6 nos 7, 8, 9 and 10; in Tank 9 nos  
 6 and 7, built E.W. including brackets and leg angles -

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

## 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.	CWts.	qrs.			
1st Bower												
2nd "												
3rd "												
Collector 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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cable.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	CWts. qrs. lbs.	CWts. qrs. lbs.	Fathoms.	Ins.			
Iron Stream Chain or Steel Wire											

## 2.) COMPLETION OF SPECIAL SURVEY

NOW DONE FOR COMPLETION OF SPECIAL SURVEY: Vessel placed in dry dock,  
 bottom and rudder (cleaned), examined and recoated. Anchors and chain  
 cables ranged and examined. Examined shell plating and decks throughout  
 including hospital deck and boat deck in way of hospital. The shell  
 and deck plating drilled and gauged as required by the Rules for Special  
 Survey (Dr.) and results forwarded to London Office and approved with  
 London Letter Class (3) dated 26<sup>th</sup> February, 1955. All cargo oil tanks  
 have been examined internally and hydro. tested. The pumproom

Please see Continuation

## STEEL S.O. M.T. "ESSO HULL"

amidships and the main cofferdams have been examined internally.  
 Steelwork examined throughout, scaled and coated as necessary. Structure  
 in way of streams (removed) examined. Tees and bulkheads  
 drilled and gauged as necessary. Hatch coverings, covers and closing ap-  
 pliances, ventilator coverings and covers, main - and auxiliary steering  
 gear and its connections, masts and rigging, air - and breathing pipes  
 and striking plates examined and all found or placed now in satis-  
 factory condition. The Special Survey, commenced in October, 1953  
 at Bremerhaven by the undersigned, see Bremen Report no 759, has  
 now been completed to my satisfaction.

Fitchard Renewal Survey carried out and approved verified. The new  
 Load Line Certificate no 41398 issued London 25<sup>th</sup> Feb., 1955, in force until  
 24<sup>th</sup> February, 1960, has been handed on board to the master.

WEAR-AND-TEAR REPAIRS NOW EFFECTED: NOTE: ALL PLATES NUMBERED FROM AFT.

SEE ALSO ATTACHED PLANS OF MESSRS NDL, = "SHELL PLATING 3 T/A-104", "UPPER DECK"  
 AND "LONGITUDINAL AND TRANSVERSE BULKHEADS IN OIL TANKS" SHOWING THE POSITION  
 AND EXTENT OF REPAIRS NOW EFFECTED. FLAT KEEL STRAKE IS "A" - STRAKE (SEE PLAN)

SHELL: RENEWED: A 13 and on Starboard side B 7, 8, 9, 10, 12, 13; C 7, 8, 10, 13; D 7, 8,  
 10, 13, 14; J 15, 16; K 14, 15; L 10 and Port side B 7, 8, 10, 12, 13; C 8, 12, 13, 15;  
 D 7, 8, 12, 13; E 4, 7, J 9, 10, 15, 16; K 9, 10, 14, 15; K 1-1, 2, 3; L 10, 14 (bottom plates incl. butt changes) } 49  
 SHELL CROPPED AND PARTLY RENEWED BUTTS E.W.: Starboard side - F 14; PORT SIDE - B 9; E 6 - - - - - 3

A number of defective shell rivets in remaining plates renewed.

LONGITUDINALS RENEWED INCL. Brackets and leg angles on Starboard side 6 in tank 2;  
 12 in tank 3; 5 in tank 4; 6 in tank 6; 12 in tank 7; 11 in tank 8; 7 in tank 9  
 and on Port side 1 partly in tank 1; 12 in tank 2; 7 in tank 4; 9 in tank 5; 6 in  
 tank 6 completely and 4 partly in tank 6; 12 in tank 7; 19 in tank 8; 6 in tank 9  
 completely and 1 partly. All longitudinals partly renewed having the butts E.W.

TRANSVERSES: Plates with face bars, knees and leg angles renewed: 1 in centre tank 4;  
 2 in centre tank 6 and on Starboard side in wing tanks = 1 in tank 6; 2 in tank 7;  
 2 in tank 8 and on Port side in wing tanks = 1 in tank 3; 2 in tank 7; 2 in tank 8  
 Plates with face bars, knees and leg angles partly renewed on Starboard side: 2 in  
 tank 3; 2 in tank 4; 2 in tank 9 and on Port side: 1 in tank 1; 2 in tank 4;  
 2 in tank 5; 1 in tank 6. Butts of cropped plates and angle bars E.W.

CENTRE GIRDER plates, face bars and end connections repaired resp. partly renewed  
 as recommended in way of centre tanks nos 4, 5, 6, 7 and 8 - - - - - 5

LOCAL WASTED BOTTOM PLATES in A, D and E strake of bottom plating built up by E.W.  
 resp. fitted with welded doubler.

DECK: For continuation of strength the 2<sup>nd</sup> strake out of E on Port and Starboard  
 side has been removed and replaced by 23<sup>rd</sup> thick built welded deck plates  
 from fwd no 1 to after end of no 8 tanks, first plate tapered in thickness - - - - - 16  
 2 deck plates removed on Starboard side in way of tanks nos 5 and 6 in 4<sup>th</sup> strake out  
 of E and 5 deck plates renewed on Port side in way of tanks nos 2, 3, 4, 6, 7, 8 in 1<sup>st</sup>  
 strake out of E, butts E.W. - - - - - 7

DECK LONGITUDINALS: completely renewed incl. brackets and leg angles on Starboard side =  
 6 in wing tank 6; 6 in wing tank 7; 3 in wing tank 8; 6 in wing tank 9 and  
 on Port side 6 in wing tank 5; 6 in wing tank 6; 2 in wing tank 7; Repaired resp.  
 partly renewed, butts E.W. incl. legs and brackets on Starboard side = 3 in wing tank 5

PLEASE SEE CONTINUATION II

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STEEL S.C. M.T. "Esso Hull"

1 in wing tank 8 and on Port side 3 in wing tank 8. --- (7)  
 Completely renewed incl. brackets and lug angles in Centre tanks no 6 = 7 longitud. --- 46  
 and in centre tank no 5 = 4 longitudinals.

DECK TRANSVERSES: COMPLETELY Renewed: 2 in Centre tank 5, 1 in centre tank 6  
 2 in wing tank 6 on both sides, 2 in wing tank 9 on Starbd. side and 1 in wing --- 10  
 tank 5 on Port side.

A number of defective rivets in deck plating renewed.

LONGITUDINAL BULKHEADS: PS = 9 plates renewed, 1 plate cropped and partly renewed, butts E.W. --- (1)  
 --- 9

" " SS = 14 plates renewed --- 14

" " PS = 10 Webs renewed, 2 cropped and partly renewed, butts E.W. --- (7)  
 --- 17

" " SS = 7 Webs renewed, 5 cropped and partly renewed, butts E.W. --- 17

" " PS = 6 longitud. stiffeners with brackets renewed } --- 13

" " SS = 7 longitud. stiffeners with brackets renewed } --- 13

TRANSVERSE BULKHEADS:

BULKHEAD AT FR.	48	51	54	57	60	62	65	68	71	74	76
PLATES RENEWED	3	4	0	3	2	0	3	0	0	2	6
PLATES PARTLY RENEWED, BUTTS E.W.	0	2	0	0	0	0	1	0	0	1	2
WEBS RENEWED INCLUDE KNEES & LUGS	0	5	5	2	0	4	3	4	4	3	0
WEBS PARTLY RENEWED, BUTTS E.W.	0	0	0	0	2	0	0	0	0	0	0
HORIZONTAL STIFFENERS RENEWED INCLUDING BRACKETS & LUG ANGLES	0	0	0	0	6	19	21	4	0	0	0

HATCHWAYS: 27 cargo oil hatchway coverings and covers renewed. 1 coffer-  
 dam hatch repaired.

RIGGING: 1 fore mast back stay each on Port and Starboard side renewed  
 2 bottle screws repaired, 2 spindles renewed, 4 bottle screws made workable  
 4 shackles renewed, 2 bolts renewed.

GRABWAY: 6 fractured rep. buckled pipe stools and 4 brackets renewed

RUDDER: Lignum vitae of lower rudder bearing renewed.

STEERING GEAR: overhauled and tried.

HOSPITAL DECK: Wood planking removed, steel deck renewed and covered  
 with exciposition. Boat deck repaired as recommended.

MISCELLANEOUS: Minor deck repairs effected.

S.R. List: The item: "SS partly held" may be deleted in the S.R. List  
 as the Special Survey now has been completed, see above. The item:  
 "Indented shell side plating & c. in way of no 6 port wing tanks to be  
 repaired by next drydocking" may be deleted as this now has been  
 permanently repaired, see above damage d. The item: "Stem plating being  
 further exam. & perman. repaired by 11.54" may be deleted as also now effected,  
 see above damage a.

Bremen, the 23<sup>rd</sup> March, 1955

A. H. Coetz