

114 SEP 1953

No.

711

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 3rd Sept. 53 When handed in at Local Office 19 Port of Bremen  
No. in Survey held at Bremerhaven Date, First Survey 15th April Last Survey 17th August, 1953  
Reg. Book. 09188 on the Wood & Iron & Steel S.S. "ESSO BELFAST" (No. of Visits 32)  
Built at Kearny N. J. By whom Federal S.B. & D.D. Co. When 1930  
GROSS 13074 (Tons) Owners Esso Petroleum Co. Ltd. Owners' Address Esso House, 10, Esplanade, London, E.C. 4  
UNDER DECK 12543 Managers Esso Petroleum Co. Ltd. Port belonging to London  
NET 7864 (Tons) Surveyed Afloat or in Dry Dock? Both Name of Dock Norddeutscher Lloyd Destination Voyage

Cell D Bor D Ba feet; uE & B feet; f feet Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)  
total capacity (tons, FPT, tons, APT, tons, MT) feet tons  
Only alterations in the existing records of tanks should be inserted.  
now 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.)  
Classn. H. 20.4.53, 17.8.53.

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 Yes - not  
required. Was a damage report made by anyone else? if so, by whom? Yes, Underwr. Surv.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND CLASSIFICATION AND COMPLETION OF SPECIAL SURVEY.

1. DAMAGE: (Partly) Alleged sustained by fire in cargo oil tank No. 4 on p.s. whilst the vessel was under repair in dry-dock in June, 1953, by Messrs. Norddeutscher Lloyd, Bremerhaven.

Now done for Damage: Examined the main cargo oil tank No. 4 on p.s. internally, longitudinally and transverses at bottom and deck, centre line bulkhead plating, webs and stiffeners, transverse bulkhead

plating, webs and stiffeners, summer tank deck and trunk plating incl. longitudinals, transverses and webs, bottom, shell side plating (in dry-dock) and deck plating, incl. riveting and found or placed satisfactory. Tank 4 tested after completion of repair and found in order.

PTO / .....

SUMMARY OF DAMAGE REPAIRS:		Shell Plates	Frames	Stiffeners	Plating	Plating	Plating	Plating	Plating	Plating	Plating	Plating	Plating
Renewed	(PARTLY)	0	0	0	0	0	0	0	0	0	0	0	0
Removed and Faired or Repaired		0	0	0	0	0	0	0	0	0	0	0	0
Faired or Repaired in place		0	0	0	0	0	0	0	0	0	0	0	0

PRESENT CONDITION OF THE		Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Caulking of Decks	Good	Good	Good	Good	(State if on Felt.)
Coamings	Good	Good	Good	Good	When fitted, Month Year
Beams & Fastenings	Good	Good	Good	Good	Boats
Outside Plating	Good	Good	Good	Good	Masts, Yards, &c.
" " In way of sidelights	Good	Good	Good	Good	Condition, how ascertained BY EXAMINATION
Frames	Good	Good	Good	Good	(State if wedges removed.)
Reverse Frames	Good	Good	Good	Good	Equipment letter
Longitudinals	Good	Good	Good	Good	Anchors, No. of
Transverses	Good	Good	Good	Good	Cables (State if now ranged)
Floors	Good	Good	Good	Good	" length
Keelsons	Good	Good	Good	Good	" (on board)
Stringers	Good	Good	Good	Good	" Rule length
Inner Bottom Plating	Good	Good	Good	Good	Chain Locker
Have the Tanks been examined internally?	Yes	Good	Good	Good	Hawse & Warps
Have the Tanks been tested?	Yes	Good	Good	Good	Standing and Running Rigging

ALL REMAINING TANKS EXAMINED INTERNALLY AND TESTED, SEE REPORT

General Observations, Opinion as to Class, Recommendation, &c.: This vessel is eligible

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."

in my opinion to be classed 100 A1 in the Society's Register Book and to have the notation of ss Bm. 8.53 and fresh record of survey 8.53.

Survey Fee (per Section 23) Compn. 65 143 0 0  
Special Damage or Repair Fee (if any) 10 0 0  
Travelling Expenses (if chargeable) 32 0 0  
Extra copy of L.L.Cert. 0 10 6  
Second Surveyor's Fee (if any) 0 0 0

Committee's Minute See Bm. F.E. Ret. 1.

Character Assigned See Bm. F.E. Ret. 1.

FRIDAY 20 NOV 1953



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## Repairs, Wear and Tear now effected: (All plates numbered from aft)

D13,14,15,16,17,18,E3,8,9,10,11, F12A,14.

faired in place (buckled), P.s. E12)

Shell side plating:

(All plates numbered from aft. ~~Mid~~ = sheer strake).

The shell plates D22(D1 from fwd) worn plate edges on both

sides renewed?

Bottom longitudinals and transverses: -

Longitudinal bottom flanges and reverse angles, lug angles of transverse and bulkhead boundary angles and doubling plates in way of renewed bottom plates renewed where necessary.

20 Shell longitudinals completely renewed on p.s.

16 shell longitudinals completely renewed on s.s.

16 shell longitudinals completely renewed on s.s.  
28 Shell longitudinals cropped and partly renewed, butts E.W.  
Centre line bulkheads: - 1 Bottom strake plate in way of tank 8 cropped and partly  
renewed, butts E.W.

3 Stiffeners cropped and partly renewed. butts E.W.

Transverse bulkheads: 1 Plate renewed upper strake p.s. at bhd. 82.

1 Plate renewed upper strake s.s. at bhd. 79.

1 Plate cropped and partly renewed, butts E W. 5th stroke

p.s. at bhd. 76.

1 Plate cropped and partly renewed butts F W 5th stroke

at bhd. 76.

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0042 2/5

14 SEP 1953

Rpt. 8a

Port of Bremen

Continuation of Report No. 711

dated 3rd September, 1953 on the

SS"ESSO BELFAST"

Summer tank: 1 Plate renewed 2nd strake s.s. at bhd. 76.  
 1 plate renewed 2nd strake s.s. at bhd. 56.  
 2 plates renewed 1st and 2nd strakes s.s. at bhd. 50.  
 2 Plates cropped and partly renewed, butts E.W., 1st & 2nd strake  
 on p.s. at bhd. 50

Main tanks: 14 horizontal transverse bulkhead stiffeners completely renewed.  
 23 horizontal transverse bulkhead stiffeners cropped and partly  
 renewed, butts E.W.

950 Defective rivets in transverse bulkheads renewed.  
 3 Fractures veed out, electrically welded and 3 doubling plates  
 fitted by E.W.

8 Transverse bulkhead stringer plates at summer tank deck level  
 renewed as follows: -

1 Plate including lugs and face angle at bhd. 79 on s.s.)	1 -
2 Plates " lugs angles at bhd. 76 (1.p.s., 1 s.s.)	2 -
1 Plate " " " " 62 on p.s.)	1 -
2 Plates " " " " 56 (1 p.s. 1 s.s.)	2 -
1 Plate " " " and face bar at bhd. 83 on s.s.)	1 -
1 Plate " " " at bhd. 83 on p.s.)	1 -

875 Defective rivets renewed in summer tank trunk bulkhead on p.s.

770 Defective rivets renewed in summer tank trunk bulkhead on s.s.

3 Upper deck transverse including all lug angles and face bars  
 renewed as follows: -

2 in way of cargo oil tank No.1 at frame 80 (1p.s., 1s.s.)	2 -
1 in way of cargo oil tank No.1 at frame 81 on s.s.)	1 -
1 Summer tank deck transverse face bar renewed (frame 55)	-

in main tank 10 on s.s.) 1

67 Horizontal stiffeners (32 on p.s. and 35 on s.s.) of shell  
 web frames renewed in way of cargo oil tank Nos. 2, 5, 8, and 10 at frame 54, 55, 60, 61  
 68, 69, 77 and 78.

17 Horizontal stiffeners of centre line bulkhead webs renewed  
 in way of cargo oil tanks Nos. 8 and 10 at frames 54, 55, 60 & 61 on p.s.

7 Vertical web plates of transverse bulkhead cropped and bottom  
 part renewed (3-4 stiffeners) butts E.W. as follows: -

Web 1, 2, and 3 off centre line both sides in way of tank 2 at  
 frame 79.

Web 3 off centre line on s.s. (3 stiffeners) in way of tank 2 at  
 frame 76.

A number of horizontal stiffeners of vertical bulkhead webs renewed  
 both sides at frame 53, 56, 59, 62, 67, 76 and 79.

Chain locker: Side wall plating and fwd. and aft bulkhead plating renewed incl.  
 boundary angles. Centre line bulkhead plating and s stiffeners partly renewed.  
 by E.W.

Engine Room: 1 Doubling fitted on deck in way of engine store space/ 1 Side  
 stringer plate on p.s. (frame 41-48) renewed.

3 Doubling plates fitted (1.p.s., 1 s.s. 1 amidships) after  
 engine store bulkhead in peak store space by E.W.

Continued/

Rpt. No. 8a

Port of Bremen

Continuation of Report No. 711

dated

3rd September, 53 on the

## SS "ESSO BELFAST"

Vegetable Room: 2 Deck plates cropped and partly renewed, butts E.W. and bulkhead coaming renewed, seams and butts E.W. (plating hose tested).

Fiddley top and Engine Casing: -

3 Doubling plates fitted (1. p.s., 2 s.s.) on fiddley top. 1 Doubler fitted on engine casing, top plate fwd. on s.s., all fitted by E.W.

Hatchways: - 15 Hatch coamings completely renewed for the following hatchways: -

Port main tanks Nos.1, 2, 6, 7, 8, 9, 10 and 11 (8) -

Stbd. main tanks Nos.1, 2, 6, 8, 9, 10 and 11 (7) -

7 Hatch lids completely renewed for the following hatchways:

Port main tanks Nos.6, 9 and 10 and stbd. Nos.6, 8, 9 and 10 (7) -

8 Stiffeners renewed on summer tank hatch lids as follows: -

2 Lids of port summer tanks Nos.4 and 5 (4 stiffeners) ✓

2 Lids of stbd. summer tanks Nos.4 and 5 (4 stiffeners) ✓

2 Hatch lids for port and stbd. fuel oil bunker completely renewed.

2 Hatch lids for p. and stbd. main after cofferdam completely renewed. ✓

Bilge keel: - S.s. Flat plate renewed, T-bar faired, partly flange cut off and flat bar fitted by E.W.

P.s. flat plate partly renewed, partly faired in place, T-bar faired in place.

Defective rivets: -

About 2000 defective rivets in shell plating, deck plating, bulkheads and boundary bars renewed.

Boat deck amidships: -

50 Running feet pine wood deck planking 5" x 2 1/2" renewed and deck (200 running feet) recaulked and re-payed.

Navigation Bridge: -

50 Running feet pine wood deck planking 5" x 2 1/2" renewed and deck (250 running feet) recaulked and re-payed.

Fore and aft Gangway:

Port face angle (180 running feet) renewed, beams, cross bracings and frames incl. brackets renewed or repaired as necessary and clips made good.

Masts and standing Rigging: -

All shrouds, stays and top stays for both masts renewed, bottle screws overhauled and made workable, shackles and bolts renewed as recommended. Samson post stays and funnel stays overhauled, partly renewed and made good.

Miscellaneous: -

2 Ventilator coamings renewed, 4 air and 2 sounding pipes cropped and partly renewed. Closing appliances of all vents and air pipes overhauled and brought in order.

12 Sanitary discharge and scupper valves opened out and overhauled.

Side scuttles repaired, broken glasses renewed and dead lights and packings made good.

3 Entrance doors repaired as recommended.

Main cargo pipe line, stripping line including bulkhead pieces and heating coils partly renewed, valves and gear overhauled and tested.

Minor deck repairs effected (ladders, rails, accommodation).

Continued/

## SS "ESSO BELFAST"

SRL: The item: "Stern frame (E.W. 5.50) to be specially examined" may be deleted in the SRL as the welding has been specially examined and found unaltered good so that in my opinion this can be recommended to the Committee to be considered permanent now. The item "bottom plates (pitted) in cargo tanks 1, 2, 3, 4, 8, 9, 10 and 11 (p.s.) to be dealt with as necessary by completion ss" may be deleted as all these pitted bottom plates have been renewed this time, see wear and tear repairs above. The item "bottom shell plates D5 and E5 (p.s.) and D7 and C13 on s.s. (not E13, see London telegram of 17.8.53) to be renewed by completion of ss" may be deleted as these four plates have been renewed this time, see above Note under Wear and Tear Repairs. The item "ss partly held" may be deleted as the special survey now has been completed.

A. J. B. 10/9/53