

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st May, 1954 When handed in at Local Office 21st May, 1954 Port of KIEL  
No. in Reg. Book Survey held at KIEL Date, First Survey 19th January Last Survey 17th May 1954  
(No. of Visits 46)

5736 99252

on the ~~XXXXXX~~ Steel Twin Screw m.t. "ESSO KÖBENHAVN"  
TONNAGE: — Built at Newcastle By whom Palmer's Co. Ltd. YEAR. MONTH. 1930 11  
GROSS 12062 Owners Dansk Esso A/S Owners' Address \_\_\_\_\_  
NET DK. 11449 Managers — \_\_\_\_\_  
7146 Managers' Address \_\_\_\_\_  
If not already recorded in Appendix to Register Book

eyed Afloat or in Dry Dock? both Name of Dock Kieler Howaldtswerke A.G. Kiel Port belonging to Copenhagen  
Name of Dock Graving Dock Destined Voyage \_\_\_\_\_

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
CHARACTER: \* for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (Including date of N.B., if any).

* 100 A 1 10,53	+ LMC CS 9,52 DBS 10,53
ss Kel.-9,52	TS(CL) p 12,51
2 Dks. and web frames	s 9,52
Cruiser Stern	Machinery aft
Longitudinal framing	bracketless system
Carrying petroleum in bulk	WTDB.

Only alterations in the existing records of tanks should be inserted.  
N.B.—All alterations in the existing records should be underlined.

Report, No. 14572 Port Cpn  
When held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations 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 placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has 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? \_\_\_\_\_

REPAIRS, OR EXAMINATION AS PER RULE FOR SPECIAL SURVEY AND DAMAGE S.S. due 9.56 Ship now 24 years old  
Age stated to have been sustained by mine explosion in the Great Belt (Denmark) on 25th December, 1953.

**DONE FOR DAMAGE:**  
Ship placed in dry dock. Stem, bottom and side shell, screw shaft bossings (p+s), stern frame and rudder (lifted) cleaned, examined and found or placed in good condition.  
Weather decks, tween decks, fore and after peak spaces, engine and boiler spaces, casings, forecabin, bridge and poop spaces, main and aux. pumproom examined and found or placed in good condition. All cargo oil main and summer tanks, fore and after peak tanks, day tanks fwd., oil fuel bunkers fwd. and aft, all DB tanks u.E., oil fuel settling tanks, stern tank and all cofferdams examined internally, found or placed in good condition and satisfactorily tested.

DESCRIPTION OF DAMAGE REPAIRS	Shell Plates.	Frames.	Web Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:
Renewed	74	8	1	8	6	1	upper dk	Longitudinals
Removed and Faired or Repaired	34	pt. 11	pt. 13	4	8	18	AP.-T.T.	5 deck longit.in No.5 T(ss)
Repaired or Repaired in place	3	" 5	" 6	-	-	-	-	68 running mtrs.(p+s) in ER

CONDITION OF THE	good	good	good	good	good	good	good	good
Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	When fitted, Month	Year
Fastenings	"	Ceiling in dry cargo hold	good	Coal Bunkers, Openings, Covers, &c.	-	Boats	good	
Plating	"	Cement or Asphalt	good	Oil Bunkers	good	Masts, Yards, &c.	"	
Frames	"	Rudder	"	Scuppers	"	Condition, how ascertained	by exam.	
Members	"	Steering gear and its connections	"	Cargo Hatchways	"	Equipment letter	g +	
Plating	"	Windlass	"	Hatches	"	Anchors, No. of	3 B 1 S	
Tanks	"	Have pumps been examined and found efficient?	yes	Planking	-	Cables (State if now ranged)	yes	
Plating	"	Have Sluice Valves been examined and found efficient?	yes	Caulking	-	length 330 f. mean diam.	2 1/2"	
Tanks	"	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Rule length 330 f. size	2 11/16"	
Tanks	"	Have Ventilators and their Ceamings been examined and found efficient?	yes	Breasthooks & Stems	-	Chain Locker	good	
Tanks	yes	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	-	Hawsers & Warps	sufficient	
Tanks	yes	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings	-	Standing and Running Rigging	efficient	

General Observations, Opinion as to Class, Recommendation, &c.:

This ship, as now seen, is in good condition and is eligible, in my opinion, to remain as classed and to have fresh record of docking 3,54 and the notation of s.s. Kel.-5,54 (Dr.)

Part Fee (per Section 23)	f. Spec. Surv. £	40	0	0	Fees applied for, £	40	0	0
W+T repairs		35	0	0	Received by me, £	19		
Special Damage Repair Fee (if any) (per Sec. 23)		250	0	0				
Travelling Expenses (if chargeable)		18	16	0				
Second Surveyor's Fee (if any)								

Committee's Minute  
Character Assigned 3,54 Kiel  
S.S. Kel. 5,54 (Dr.) + LMC 5,54  
DBS 5,54  
DBS 5,54  
DBS 5,54  
TUESDAY 22 JUN 1954  
Surveyor to Lloyd's Register of Shipping.  
Lloyd's Register of Shipping  
CERTIFICATE WRITTEN  
003298-003306-0223 1/2



weather doors and skylights, steering and aux. steering gear (el.), windlass, handpump and equipment examined and found or placed in good condition.

Load Line Certificate is issued by the Danish Government Authority, Statens Skibstilsyn, Copenhagen, on 3rd February, 1949, renewed on 12th January 1953 and valid until 1st March, 1958.

Results of test drillings: (in mm)

Shell plating and upper deck: see drilling sheet forwarded to The Secretary, London, with letter of 3rd February, 1954.

Double bottom tank top at fr. No. 23: p.s. 15.0, 16.0, 16.0, 15.0, 5.5.  
at fr. No. 47: p.s. 16.0, 15.5, 14.0, 9.0, 15.0, 16.0 s.s.  
The 9.0 mm plate has now been doubled.

Deep tank fwd. top plating: p.s. 8.5, 9.5, 9.5, 9.0, 6.5, 7.0, 9.5, 10.5, 7.5 s.s.  
All plates of 8.5 mm and less have now been renewed.

REPAIRS NOW DONE FOR SPECIAL SURVEY:

Shell plating (numbered from fwd.)

renewed: port K. 2 starbd. D. 2 + K. 2

Upper Deck Plating:

A small crack in way of No. 6 (p.s.) main cargo tank hatch vee'd out and welded. 2 plates abaft poop house renewed.

Upper Deck Longitudinals: renewed in way of the cargo oil tanks Nos. 2 (p+s), 5 (p.s.) and 9 (p)

Upper Deck Transverses: renewed in the cargo oil tanks No. 2 (p+s) fr. Nos. 87, 88, 89  
No. 5 (p.s.) fr. Nos. 75, 76, 77, No. 9 (p+s) fr. Nos. 58, ~~59, 60, 61~~

Fore and Aft Gangway: 4 stanchions between bridge and poop renewed.

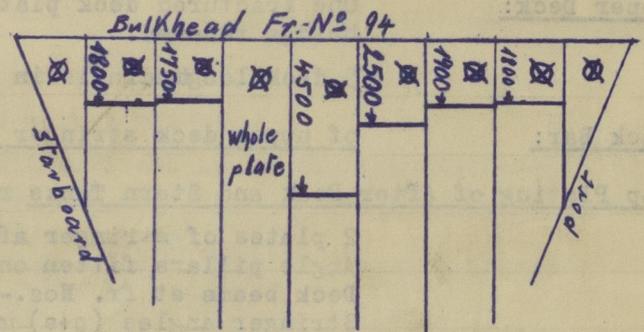
Air pipe to fore peak tank: 3 metres renewed.

Striking Plates in deep tank fwd. renewed.

Boiler Deck: 4 plates renewed.

Deep Tank fwd. Top Plating renewed as per sketch.

⊗ = renewed



Chain Locker: All divisions to fore peak tank and deep tank doubled from locker bottom up to 4 - 6 metres above locker bottom.

Bulkhead between dry cargo Hold fwd. and oil fuel bunker (p.s.) fr. No. 94:  
Coaming plate doubled by a plate of 3200x250 x 8 mm.

Centre line bulkhead in No. 7 cargo oil tank:  
Aft end of coaming plate cropped and appr. 2 metres renewed.

Double bottom tank top plating  
6 metres each of plating under main engines p+s doubled.

Alteration:

A new auxiliary diesel generator seating was built in the engine room (s.s.) at fr. Nos. 31-35 in accordance with the attached plan No. SKR 5.

S.R. LIST:

All fractured shell plates have been renewed, except E.16 (p.s.) which was welded (see damage repairs).

*Ernst Reese*  
*R. H. H. H.*



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Lloyd's Register  
Foundation