

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

Date of writing Report 21st May, 1954

When handed in at Local Office 21st May, 1954

Port of KIEL

No. in Survey held at KIEL

Date, First Survey 19th January 1954

Last Survey 17th May 1954

on the ~~XXXXXX~~ Steel Twin Screw m.t. "ESSO KÖBENHAVN"

(No. of Visits 46)

TONNAGE —  
GROSS 12062

Built at Newcastle

By whom Palmers' Co. Ltd.

When 1930

MONTH 11

REG. NO. 11449  
7146

Owners Dansk Esso A/S

Owners' Address

If not already recorded in Appendix to Register Book

Port belonging to Copenhagen

Laid Afloat or in Dry Dock? both

Name of Dock Kieler Howaldtswerke A.G. Kiel

Destined Voyage

Bor DBa feet: uE&amp;B

feet: f

feet

capacity tons: FPT

tons: APT

tons: MT

feet

tons

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

Surveys, when held, must be reported in detail and serially 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.

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. Damage 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, forecastle, 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.

## P.T.O.

RY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	Web	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)
Faired or Repaired in place	3	" 5	" 6	-	-	-	-	68 running mtrs.(p+s) in ER

## CONDITION OF THE

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

## General Observations, Opinion as to Class, Recommendation, &amp;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 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 ship, as now seen, is in good condition and ~~xxx~~ 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. 2	40	0	0
W+T repairs		35	0	0
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)				

Fees applied for,

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

TUESDAY 22 JUN 1954

Committee's Minute

Character Assigned

3,54 Kel

S.S. Kel. 5,54 (Dr.)

+ LMC 5,54

Pnt 3,54

DBS 5,54

std 3,54

2 ps 5,54

Lloyd's Register Foundation

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.

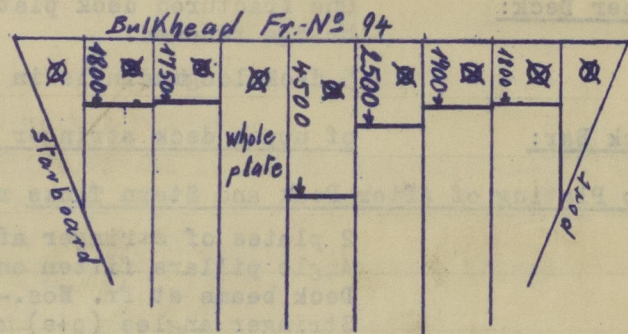
Air pipe to fore peak tank: 3 metres renewed.

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*  
*Ry Hinder*



© 2020

Lloyd's Register  
Foundation