

27 AUG 1947

No. 12586

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22nd July 1947 When handed in at Local Office

Port of LIVERPOOL

No. in Survey held at Birkenhead Date, First Survey 16/6/47 Last Survey 4/7/1947

Reg. Book. 86503 on the ~~Wool Iron or Steel~~ "ESSO BIRMINGHAM".

(No. of Visits)

TONNAGE :-
GROSS 10730
UNDER DK 9501
NET 7419

Built at Chester. By whom Sun S.B. & Dry Dock Co. When 1943
Owners Esso Transportation Co. Ltd. Owners' Address
Managers T.A. Carder. Port belonging to London.

Surveyed Afloat or in Dry Dock? Both Name of Dock *Bammell Laid's d. dk. and Sidston* Destined Voyage

Cell DBor 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)

CHARACTER	Machinery and Boiler Surveys
* for Special Survey Date of last Survey and of Periodical Surveys.	(Including date of N.B., if any).
100A1 (Classn. Contemplated).	
Examined 1,47.	
Carrying Petroleum in bulk.	

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.

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 painted on Ship and now verified 9 ft. 2 3/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking & commencement of classification survey. Vessel placed in dry dock, shell plating & rudder cleaned, examined & recoated.

Generally examined decks, casings, hatchways & their closing appliances ventilators, masts, rigging, windlass, steering gear & general equipment.

REPAIRS. A number of rivets in "stress relieving straps" on bottom caulked. On account of small fractures in the transverse bulkheads, in way of horizontal brackets to bulkhead webs in centre tanks, these brackets were released, the fractures red out and welded and tee bars were welded to the bulkhead and the brackets rewelded to the tee bars, it was the Owner's intention to deal with all brackets

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

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		Good		good		(State if on Felt.)
Caulking of Decks	"		not ex'd		none		When fitted, Month Year
Coamings	"		"		not ex'd		Boats
Beams & Fastenings	"		good		good		Masts, Yards, &c.
Outside Plating	"		"		"		Condition, how ascertained
" " in way of sidelights	"		"		"		(State if wedges removed.)
Frames	"		"		"		Equipment letter
Reverse Frames	not ex'd		"		"		Anchors, No. of
Longitudinals	good		"		"		Cables (State if now ranged)
Transverses	"		"		"		" length 300fm. mean diam. 2 5/16"
Floors	not ex'd		"		"		" Rule length size
Keelsons	"		"		"		Chain Locker
Stringers	where ex'd good		"		"		Hawsers & Warps
Inner Bottom Plating	not ex'd as reported		"		"		Standing and Running Rigging
Have the Tanks been examined internally?	No		"		"		Sails
Have the Tanks been tested?	No		"		"		

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 as No. 1-38."

The vessel so far as seen is in good condition & eligible in my opinion to remain as classed in the Register Book with fresh record of survey 7,47, notation of classification being deferred until completion of survey.

Survey Fee (per Section 29)	£ 150 : 0 : 0	Fees applied for, 22 AUG 1946
Special Damage or Repair Fee (if any) (per Sec. 29)	£ :	Received by me, 19
Traveling Expenses (if chargeable)	£ : 14 : 10	
Second Surveyor's Fee (if any)	£ :	

Surveyor to Lloyd's Register of Shipping. *Samuel C. Murray*

LICENCE CASE. Committee's Minute LIVERPOOL 26 AUG 1946

Character Assigned. As now, but assign record B.N. 7.47. B.S. 7.47. T.S. 6.47.



Is Certificate required? If so, to be sent to 003354-003540-00272

in a similar manner, scarcity of labour & material did not allow this to be done and only those found defective together with remaining brackets in the affected tanks were dealt with, viz. Nine brackets in Nos 4, 7, 8 and 9 Centre Tanks and 3 in No. 4 wing tank (port)

Small fracture in fashion plate at forecath end (s) wed out & welded.

Several small doubling on bulkheads in way of valve spindle supports rewelded.

A number of minor voyage repairs effected.

Alterations A watertight hatch of steel was fitted on the forecath deck (s.s.) and the watertight doors in the forecath bulkhead have been replaced by openings closed by portable plates with hook bolts.

Ventilator coamings over 36" in height have been fitted with stays.

Plt 611 (cont'd) with above amendments has been placed on board the vessel.

Classification Survey. (commencement)

Vessel in dry dock, shell plating & rudder cleaned, examined & coated. Examined Hold, main cargo tanks, cofferdams, pump rooms, decks,

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.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective 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 Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stability.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

Iron Stream Chain or Steel Wire

machinery space, fore and aft peak space, casings, ventilators, hatchways with their covers & securing arrangements, air & sounding pipes, masts, rigging (no wedging), windlass, steering gear, general equipment

To complete the Classification Survey the following items remain:-

All cargo tanks, fore and aft peak tanks, fore deep tank all double bottom tanks, cofferdams, oil fuel bunkers to be tested, all to be examined internally except cargo tanks & cofferdams

To examine - chain locker, under engines & boilers, anchors & cables to

"ESSO BIRMINGHAM"

verify with certificates

The scantlings of the vessel (with the exception of the shell plating (all welded), have been verified & found to correspond with the Midship Section & Profile & Decks Plan, copies of which are forwarded herewith.

The workmanship generally appears satisfactory

It was noted that the shell plating in parts was somewhat wavy, due apparently to the welded construction. It is not considered that the efficiency of the vessel is affected.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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