

Rpt. 8.

(Received at London Office)

No. 17178

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20th Dec. 1948 When handed in at Local Office 1948

No. in Survey held at Avonmouth Date, First Survey 6th October 1948 Last Survey 18th December 1948

Reg. Book. 58451 on the Steel screw T.2 tanker "ESSO MANCHESTER"

TONNAGE: — Built at Chester, Pa. By whom Sun S.B. & Dry Dock Co. When 1944

GROSS 10712 Owners Anglo-American Oil Co. Ltd. Owners Address

UNDER DEK 9489 Managers Esso Transportation Co. Ltd. Port belonging to London

NET 6301

Surveyed Afloat or in Dry Dock Both Name of Dock Avonmouth

Cell D B or D B a feet; u E & B feet; f feet

total 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.

Last Report, No. 12,47

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

100A1 (classification BS 12,47

Contemplated 12,47 (500lbs)

Examined 12,47

Carrying petroleum in bulk.

Fitted for Oil Society's Freeboard (if assigned) as painted on Ship and now verified

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Classification and Periodical Special Survey (A).

Now Done: Vessel placed in dry dock. Bottom and rudder cleaned, examined and after repairs

recoated. Clearances of rudder top and bottom pintles checked and found satisfactory. Fore and

after peak spaces, accommodation spaces, fore and after pump rooms, E. & B. spaces cleared and

examined. All side and centre cargo tanks, cofferdams, P.W. double bottom tanks, E.R. wing fuel

tanks, fore deep tank (oil fuel) fore and after peak tanks cleaned out and examined internally.

Each cargo tank, cofferdam, fore deep tank, P.W. double bottom tanks, E.R. wing bunkers tanks

tested according to Rule requirements. In addition all cargo wing tanks tested to light load

waterline in dry dock. All steel work scaled and coated as found necessary. Decks, casings and

openings, ventilators and coamings, hatch coamings and covers, air and sounding pipes, masts and

rigging, steering gear and connections, pumps, windlass, anchors and cables, cables ranged, chain

P.T.O.

SUMMARY OF DAMAGE REPAIRS: — Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Other Items

Renewed ...

Removed and Fair'd or Repaired

Fair'd or Repaired in place

PRESENT CONDITION OF THE

Decks Good Bulkheads Good Engine Room Skylights Good Copper, or Y.M. —

Caulking of Decks — — — Coal Bunkers, Openings, Covers, &c. — — — (State if on Felt.)

Coamings Good Cement or Asphalt — — — Oil Bunkers Good When fitted, Month Year —

Beams & Fastenings Good Rudder Good Scuppers Good Boats Good

Outside Plating Good Steering gear and its connections Good Cargo Hatchways Good Masts, Yards, &c. Good

Frames Good Windlass Good Hatches Good Condition, how ascertained from deck

Reverse Frames — — — Planking — — — (State if wedges removed.)

Longitudinals Good Have pumps been examined and found efficient? Yes Equipment letter 84 (contemplated)

Transverses Good Have Sluice Valves been examined and found efficient? — — — Anchors, No. of 3B 1S

Floors Good Have Watertight Doors been examined and found efficient? — — — Cables (State if now ranged) Yes

Keelsons Good Have Ventilators and their Coamings been examined and found efficient? Yes " length 270 mean diam. 2.5/16

Stringers Good Air and Sounding Pipes Yes " Rule length 330 size 2.11.16"

Inner Bottom Plating Good Doubling Plates under Sounding Pipes Yes Stringers, Clamps & Shelves — — — Chain Locker Good

Have the Tanks been examined internally Yes Salting — — — Hawers & Warps Good

Have the Tanks been tested? Yes State if examined. Standing and Running Rigging Good

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 ss No. 1-38."

This vessel is now in good and efficient condition and eligible in my opinion to be classed 100A1

with record of SS. Brs. 12,48 and notation of docking 11,48 subject to the equipment being brought

up to rule requirements, also to set up bottom shell plating forward and local indent on P & C

strakes (p.s.s.) being dealt with at an opportunity convenient to the Owners on each next survey

Survey Fee (per Section 29) — Fees applied for, —

Inclusive Fee, — Received by me, —

Special Damage or Repair Fee (if any) (per Sec. 29) —

Travelling Expenses (if chargeable) —

Second Surveyor's Fee (if any) —

Committee's Minute. —

Character Assigned. —

See minute in file

Lloyd's Register Foundation

Continuation of Report No. **17176** dated **20th December, 1948** on the

Repairs to Cargo Tank (Contd.)

The local indent was also observed on landing of P & G strakes (p.s.) no. 10 plate frame aft in way of No. 8 cargo tank. Welding in way has been examined and found satisfactory. This defect may also be dealt with at an opportunity convenient to the Owners.

Wey A. P. Litch

and transverse bulkheads cut out and rewelded.

Continued.