

Received at London Office

F.F. FROM ACCTS.		8/7		DISCLOSED		State if Report has been sent on the Freeboard of the Vessel.		YES		Received at London Office	
F.F. FROM ADMIN.		13/7		DISCLOSED		State if Report is sent on the Machinery of the Vessel.		YES		SECTION	
Date of Completion of Report.		No. 929		SECTION		Port of		NANTES		No. 922	
Survey held at		21/ BREST.		FULL SCANTLING		Date First Survey		21-1-1958		Last Survey	
										26-5-1959.	
On the		(State if Machinery fitted Aft and if Single, Twin or Triple Screw)		SINGLE SCREW OIL TANKER "ESSO NORWICH"		(Machinery Aft.)				Long Poop, Short Bridge	
State Type		(Full Scantling, Complete Superstructure with or without Tonnage Openings)		FULL SCANTLING		State Type of Erections		& FORECASTLE			
TONNAGE under Tonnage Deck ...		✓		CLASS PETROLEUM IN BULK LONGITUDINAL FRAMING.		State if with freeboard as condition of Class		YES		Built at	
Do. of space or spaces between Tonnage Dk. and Upper Dk.		✓		Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)		L		660'		Floated	
Total				Breadth (greatest moulded)		B		90'		Launched	
Gross Tonnage		23,997.36		Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)		D		47'		22 ND DEC. 1958	
Register Tonnage		12,266.67		1st Longitudinal Number (L x D) =		SCANTLINGS APPROV'D FOR SUMMER MLD. DRAFT =		36'		Yard No. 227	
MLD. REGISTERED DIMENSIONS.		FEET		2nd Numeral L x (B + D) =						Builders	
th		660'-0"		Framing Depth "d," at middle of length. See Sec. 3 (1d)						H.C.F. DUNKERQUE (SUB-CONTRACTED TO NAVAL DOCKYARD, BREST.)	
th		90'-0"		Proportions—Depth to Length—Uppermost continuous deck to top of keel						Owners	
th		47'-0"		Do. Long Bridge to top of keel		36'				ESSO PETROLEUM CO. LTD., LONDON.	
				Draught Moulded		35.38'		Managers		Residence	
				RISE OF FLOOR.		114 mm.		(Where necessary to be entered in Reg. Book)		Port of Registry	
								LONDON.		If surveyed while building, afloat, or in dry dock	
								YES		SHIP UNDOCKED, 23 RD APRIL 1959.	

FRAMES, DOUBLE BOTTOM AND BEAMS.

DIMENSIONS IN MILLIMETRES.		M.M. INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	M.M. INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships.....		✓ 762		Bracket Floors, Frame		✓
" " from $\frac{3}{8}$ length amidships to Collision bulkhead.....	F.P. A.P.	G10 G10	FR 112-128 FR 129-F.B.W.	" " Reversed Frame.....	✓	
" " in peaks		G10	/	" " Vertical Struts	✓	
SIDE FRAMING.		LONGIT'L FRS PER PAGE 5	/	Centre Girder, depth and thickness amidships	2135 C 16 1675 E 16 1300 E 16	/
Frame Amidships, Angle, [or]		✓		" " top Angles	WELDED	/
" " Extends up to		✓		" " bottom Angles.....	WELDED	/
Reversed Frame Amidships, Angle		✓		Side Girders, No. each side and thickness.....	2C 135	/
" " Extends up to		✓		Margin Plate depth (excl. of flange) and thickness	✓	
Depth of Framing Girder.....	SEEPAGE 5	/		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	✓			" " Vertical Angle to Tank side Bracket from forward $\frac{1}{4}$ len. from stem to Panting Area	✓	
" " Second 'tween Decks, Angle, [or]	✓			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....	✓	
" " Third	✓			" " Gussets, spacing and scantling from forward $\frac{1}{4}$ len. from stem to Panting Area	✓	
DEEP TANK FRS 121-132 INCL'VE from $\frac{1}{4}$ len. for'd. to 15% len. from Stem	B.F.	300 x 16	/	Tank Side Brackets, height above base line at toe of Frame and thickness	✓	
Frames in Peaks, Angle or [or]	B.F.	300 x 12	/	INNER BOTTOM PLATING.		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	✓			Width and thickness of Middle Line Strake...	17	/
State if Frame Joggled.....	No	/		Thickness of remainder in Holds	17	/
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES	/		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	YES	/
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES	/		BEAMS.		
SINGLE BOTTOM.				Uppermost Continuous Deck, amidships in Wells, Angle, [or]	Long't As Per Page 5	/
Floors, Depth and thickness at mid-line in Holds.....	✓			AFT END TO FR. 13 in way of Bridge, Angle, [or]	200 x 10 200 x 12 250 x 10 250 x 10	/ SIDES AFT-3 MIDDLE AFT-3 FRS 4-13 133-FORD
Height of Brackets at side above base line at toe of frame.....	✓			FOR'D OF 133	610	/
Middle Line Keelson, on Floors, Angles, [or]	✓			Spacing	250 x 14-B.P.	/ FOR'D FR 133
" " Through Plate or Intercostal Plate	✓			Second Deck, amidships, Angle, [or]	Long't BEAMS 610	/ FRS 120-133 FOR'D FR 133
" " Foundation Plate on Floors	✓			Spacing	✓	
" " Flat Plate Keel Angles	✓			Third Deck, amidships, Angle, [or]	✓	
Side Keelsons, No. each side.....	✓			Spacing.....	✓	
" " thickness of Intercostal Plate....	✓			Fourth Deck, amidships, Angle, [or]	✓	
" " Angles	✓			Spacing.....	✓	
DOUBLE BOTTOM.				Poop Deck, Angle, [or]	200 x 8	/
Solid Floors, thickness and spacing	IN M/C SPACE. FR 15 TO 38 = 13.5 mm } EVERY FRAME. FR 40 TO 62 = 13.5 mm }			Spacing	EVERY FRAME	/
" " Are Frame and Reversed Frame joggled?	WELDED	/		Bridge Deck, Angle, [or]	200 x 10	/
Bracket Floors, breadth and thickness at middle line	✓			Spacing.....	762	/
" " breadth and thickness at margin plate.....	✓			Forecastle Deck, Angle, [or]	200 x 12	/
				Spacing.....	EVERY FRAME	/

PILLARS AND DECKS.

		m.m. INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.				m.m. INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows		TWO LONG BHPs.				Stringer Plate, breadth and thickness in way of Bridge		✓			
" in 'tween Decks, Size and Spacing		CARGO TANKS.				Thickness of Plating abreast Deck openings in way of Wells		✓			
" " " " " " " "		PUMP ROOMS.				Thickness of Plating abreast Deck openings in way of Bridge		✓			
" in Holds " " " "		COFFER DAMS.				Thickness of Plating within line of openings		12			
" " " " " " " "		8 O.F. TANKS.				If Sheathed, material and thickness		✓			
" " " " " " " "		250 x 12 B.P. TOP		✓		Third Deck.					
" " " " " " " "		300 x 12 B.P.		✓		Stringer Plate, breadth and thickness		✓			
" " " " " " " "		300 x 14 B.P.		✓		If Plated, state thickness		✓			
" " " " " " " "		300 x 16 B.P.		✓		Fourth Deck.					
" " " " " " " "		300 x 18 B.P.		✓		Stringer Plate, breadth and thickness		✓			
" " " " " " " "		418 x 16 B.P. BOTTOM		✓		If Plated, state thickness		✓			
Centre-Line Bulkheads		LONGIT. PL.				Poop Deck.					
Stiffeners and Spacing		762 m.m. SPACING.				Stringer Plate, breadth and thickness		16 To 25		SHEATHED 2 1/2" WOOD.	
Plating, thickness of		19 Top & Bottom STRAKES.		✓		Plating, Sheathing, material and thickness ...		9.5		✓	
		14 2nd From Bottom To 12.5 2nd From Top		✓		Bridge Deck.					
STRINGERS AND DECKS.						Stringer Plate, breadth and thickness		12		✓	
Uppermost Continuous Deck.						Plating, Sheathing, material and thickness ...		10		✓	
Stringer Plate, breadth and thickness in Wells		34		✓		Forecastle Deck.					
" " " " in way of Bridge		40		✓		Stringer Plate, breadth and thickness		12.5		✓	
" " " " Angle in Wells		200 200 28		✓		Plating, Sheathing, material and thickness ...		9		✓	
Thickness of Plating abreast Deck openings in way of Wells		39		✓		Poop Deck.					
Thickness of Plating abreast Deck openings in way of Bridge		34		✓		Stringer Plate, breadth and thickness		12		✓	
Thickness of Plating within line of openings		19 To 34		✓		Plating, Sheathing, material and thickness ...		10		✓	
If Sheathed, material and thickness		✓				Forecastle Deck.					
Second Deck. FORWARD						Stringer Plate, breadth and thickness		12.5		✓	
Stringer Plate, breadth and thickness in Wells		12		✓		Plating, Sheathing, material and thickness ...		9		✓	

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.	
Flat Plate Keel	1830	33.5	33.5	33.5		NO					
" Dblg. (if any)		30.5	28	16							
Bottom Plating, No. of Strakes		30.5	27	16							
Bilge Plating, No. of Strakes		30.5	21	16							
Side Plating, No. of Strakes		21.5	17	15							
Upper Deck, Sheer-strake in Wells		21.5	17	15							
Upper Deck, Sheer-strake in Bridge	2030	34	18	18							
Strake below Sheer-strake in Wells		✓									
Strake below Sheer-strake in Bridge		✓									
Poop Side Plating			25.5	13.5							
Bridge Side Plating		✓									
Forecastle Side Plating			13.5	13.5							

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	18	16?
Extending to Upper Deck (Sec. 3 c)	18	
" Deck next below	NONE	
As per Rule	APPROVED.	

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper 'tween decks					
" " Second "					
" " Third "					
" " Holds					
COLLISION " (in Hold)	FR 123	10/16	250x14 B.P.	762	4 HOR ZL GIRDER 12135
AFTER PEAK "	FR 14	8.5/18	250x10 B.P.	750	10mm PLATE 2135

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar			FLAT PLATE.	✓
STEM			ROUNDED PLATE STEM.	✓
STERN FRAME	Propeller Post		FABRICATED BY	
	Rudder		ANCIENS ET'S GAIL.	✓
Speed of Vessel			17 KNOTS.	✓
RUDDER—Type			SEMI-BALANCED.	✓
" A x D. x I.O.O.			4710	
" Diam. of head			FORGING 510	✓
" Mainpiece at top pintle			FABRICATED BY ANCIENS ET'S	✓
" " heel			AS PER GAIL	✓
" how constructed			APPRD. PLAN	✓
" double or single plate coupling, vertical or horizontal			DOUBLE.	✓
"			HORIZONTAL - 6 BOLTS @ 145mm DIA	✓

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH.

PHOENIX IRON & STEEL CO.; DILLINGEN-SPANG; LORRAINE ESCAUT; DE WENDEL (MOSELLE); SIDELOR; ARBED

H.F. DE LA CHIER (VIREUX-MOLHAIN), U.C.P.M.; LOUVOIR MONTGARD AULNOYE;

Has the Steel been tested as required by the Rules? YES.

"Esso NORWICH"

YARD N^o 227.Rpt. 1^o.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
	In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
	Beam.	Deck.	Keel.	Ins.	Ins.	Ins.		Diam.	Speng.		Number.	Diameter.
	m.m.	m.m.	m.m.					Ins.	Ins.	Inches.		Inches.
ing of L, L or C B.P.												
es in Bridge 'tween Decks ...												
es from Uppermost Continuous Deck	No. 4	250 x 12 B.P.		/								
	1-7	300 x 12 B.P.		/								
	8-10	300 x 14 B.P.		/								
	11, 8	300 x 16 B.P.		/								
	12-13	300 x 18 B.P.		/								
	14-15	350 x 16 B.P.		/								
	16-18	416 x 15 B.P.		/								
	19-30			/								
	8											
	9											
	10											
	11											
	12											
	13											
	14											
	15											
	16											
Spacing of longitudinal Frames	Amidships	762		/								
	At Ends	762		/								
le' (Tank Top Longitudinals												
ms Bottom "		416 x 15 B.P.		/								
FE Amidships		762		/								
g of Longitudinals	FR 55-63			/								
	At ends...			/								
Transverses.												
TOM (Depth and Thickness		1450 x 12.5	/	1450 x 12.5		/						
Side FLATS.		180 x 16	/	180 x 16		/						
een Decks) Face Angles		WELDED	/	WELDED		/						
TANKS. Lugs to Shell		WELDED	/	WELDED		/						
TAPEDED		1250/1490 x 12.5	/	1250/1490 x 12.5		/						
Side (Depth and Thickness		180 x 16	/	180 x 16		/						
Hold) Face Angles		FLATS	/	FLATS		/						
Lugs to Shell		WELDED	/	WELDED		/						
Depth and Thickness		1525 x 12.5	/	1525 x 12.5		/						
Face Angles		FLATS	/	FLATS		/						
Lugs to Shell		WELDED	/	WELDED		/						
Bottom		180 x 25	/	180 x 25		/						
E TANKS		WELDED	/	WELDED		/						
Back Bars		✓		✓								
Brackets		✓		✓								
Spacing of Transverse Frames...		3048		/								
* State if joggled or liners.												
itudinal	Bridge Deck	250 x 12 B.P.		FRS 43-55 ONLY.								
ams of	Upper	300 x 12 B.P.		200 x 12 B.P.		ELSEWHERE AT ENDS		762				
E or E	2 nd DK. FORD.			250 x 10 B.P.				762				
P.	Second											
	Third											

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be posted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.

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Lloyd's Register Foundation

0167 2/3

from
a to

Iron Stream }
Chain or }
Steel Wire }

GEARED HAND WHEEL IN COMPT
& SHAFING FROM THIS WHEEL TO
STANDARD ON FUNNEL DECK.

Windlass **STEAM BY BARTON'S** Boats

Cargo Battens, thickness, material and spacing.....

Thickness of Hatches..... 13 in.

DRY CARGO HATCH CARGO TANKS. 30@ 1200 x 710

7 h/m cells.

A circular blue ink stamp. The text 'SOCIÉTÉ' is at the top, 'des' is in the middle, 'ATELIERS et' is below that, 'CHANTIERS' is below that, 'de FRANCE' is below that, and 'DUNKERQUE' is at the bottom.

YES.

(OIL TANKER)

This ship has been built under Special Survey in conformity with the Society's Rules & Regulations and Secretary's letters. The scantlings and arrangements of the ship are as given in the report and as shown and amended on the approved plans now forwarded. All modifications or additions to the original approved arrangements made during construction have been indicated on the plans and have been approved as being in accordance with, or by standards equivalent to, the Rule requirements. The plans of midship section and profile & Deck showing the ship as built now forwarded herewith, have been checked with the approved arrangements and found in order. The material & workmanship are good. Cargo tanks, oil fuel bunkers, oil feeders, deck tanks, peak tanks, double bottoms, bulkheads and decks, have been tested to Rule requirements & found satisfactory. Bilge sections satisfactory tested. Steering gear and windlass satisfactorily tested under working conditions. Oil Fuel F.P. above 150°F is covered in rising and settling tanks in engine room and deck tanks fore. No 5 tanks wings & center are fitted for the carriage of water ballast only.

Fees applied for, 19

Received by me, 19

I am of opinion the Vessel should be Classed **100 A1**
"CARRYING PETROLEUM
IN BULK"

YES.

L. 9. 59

Surveyor to Lloyd's Register of Shipping.

FRIDAY (21 AUG 1959)

+100 AI
Oil Tanker
DS 4.59

+LMC
 KS
 MBS(WT)
 OF
 TS ch

NOTED FOR
REASONING

0162 3/3
Lloyd's Register
Foundation

0162 3/3

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

NO SISTER VESSEL

The following plans are forwarded herewith:-

Midship Section	Bridge House & Decks	Midship Section
Profile & Decks	Bridge Blks & Bulwarks	Profile & Decks
Stemframe & Rudder (2 Plans)	Aft Houses	Upper decks (Fwd) } As fitted
Rudder Stabs & Bearing Lintels	Deep Tank, Hold & 3rd Pump Room	" " (aft) }
Rudder Bearing	Cargo Tank Hatch	" " (middle) }
Longitudinal Bulbheads	Equipment Number	Shell Plan
Transverse Bulbheads	Additional wing guides	
Shell Expansion	Scallops in longitudinal	Shell Plan showing P.403.
Transverse Webs	Engine Room Structure	
Longitudinal Webs	Boat Deck	Reports of Casting etc and
Double Bottom	Gangway	Steel services now forwarded.
Oil Fuel Bunkers	Shift Lifting	
Upper Decks (Midships)	Steering Gear Seats	
" " (Fwd)	Aft Pump room etc.	
" " (Aft)	Sea Connections (Cofferdams)	
Fore End Framing	Wind Bases	
Aft End Framing	Sea Connections (Engine Room)	
Form of Stern	Pulley Block	
Engine & Boiler Casings	Cargo Tank Vents	
Engine Seating	Cargo Shipping pipes (2 off)	
Forecastle Deck & Blks	Butterworth Fire & Sea pipes	
Poop Deck	Neutral ventilation fwd.	
Boat Deck	Mast & Derricks	
	Navigation Lights	

PARTICULARS OF ELECTRIC WELDING (if employed) Electrically welded throughout except stringer angle riveted to deck and sheerstake, sheerstake riveted to stabe below, bridge stabs riveted to side and bottom shell, deck & bottom shell riveted adjacent to longitudinal oil-tight bulbheads. The following parts are of steel approved under P.403 of Rules:- keel, bottom shell and bilge plating for $\frac{1}{2}$ L amidships, upper deck plating, sheerstake and stabs below sheerstake from within Poop to $\frac{1}{2}$ L forward, End brackets to longitudinal & transverse bulbheads. P.403 steel manufactured by Phoenix Iron & Steel Co. USA, & FORGES ET AGIERIES DE DILUNG. Electrodes of an approved type worked.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Carrying PETROLEUM IN BULK EXCEPT IN N°5 TANK SIDES & CENTRE, LONG¹ FRAMING,
ELECTRIC WELDED; MACH^Y AFT; LLOYD'S A.R.C.P., D.F.; E.S.D.; G.Y.C.; RADAR;
FITTED FOR OIL FUEL F.P. ABOVE 150°F

RADAR Equipment (State if fitted) YES.

State Type or Pattern No. DECCA 46

State } Maker DECCA
Name } and/or
of } Supplier

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	7 130 KGS.	R.B.	44	14-11-58.
	2nd "	7 140 KGS	R.B.	45	14-11-58
	3rd "	7 110 KGS	R.B.	46	14-11-58.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 140 ft., R.Q.D. ✓ ft., Bridge 40 ft., Forecastle 91.86 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated ✓

Official No. 300900 Signal Letters G.C.T.E. Extreme Breadth over Belting 90.41' Over-all Length 690' (Circ. 1611) (Circ. 1703)

No. and Material of Decks ONE DECK & 2ND DK (FWD) CLEAR OF CARGO TANKS.

Parts of Bottom of Vessel coated with cement or approved composition. CEMENT IN LOWER PARTS OF FORE & AFT PEAKS.

Particulars of composition (if fitted) and of approval ✓

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
(Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Double bottom, aft, 17-39	Feet 48'	Tons 159	Fore peak tank, 133-STEM	Feet	Tons 511.3
Double bottom, under Engines and Boilers,			After peak tank,	FW.	272.3
Double bottom, if under Engines only, 51-63	30'	16.27	Deep tank, aft, O.F. BUNKERS	OF	1411
Double bottom, if under Boilers only, 37-51	28'	123.6	Deep tank, forward, 120-123	30'	1329
Double bottom, forward,			112-120	20'	1455
Total length (if continuous) and Capacity 14-63	111.95'	FW.	Other tanks, if fitted,		
			(If necessary furnish further information by sketch.)		
			MAIN TANK N°5	12-96	4886.

Order for Special Survey No. 1958 21ST JANUARY } SURVEYOR IN DAILY ATTENDANCE.
1959 26 MAY }

Date

Dates of Surveys held while building



Lloyd's Register Foundation
Total No. of Visits