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The class is subject to the auxiliary condenser water box being renewed at the next drydocking, also to the steering gear pilot cables being renewed at the Special Survey and not later than 12,54.

Chief Engineer Surveyor

Received from Chief Engineer Surveyor

25 MAY 1955

NAME "ESSO HULL"

REPORT

Bmn

No. 1203

remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

"The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/52.)

DAMAGE & WEAR AND TEAR.

LMC due 10,57 now advanced as a C.S.

DBS due 10,54 now held and screwshaft examined

Wear & Tear:-

A large amount of general overhauling effected.

SRL:- Auxiliary condenser water box renewed and steering gear pilot cables placed in order.

Alterations:- Main engine converted to freshwater cooling, also for burning boiler oil, all in accordance with approved plans.

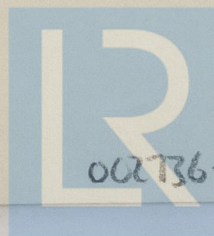
An additional electric generator set fitted.

Note:- This vessel has the record LMC CS 10,53, but the Special Survey record on the hull will be 3,55. The machinery case has been re-examined and it is considered an up-to-date record can now be assigned.

It is submitted the vessel is eligible to remain as classed, with

record of Survey	LMC CS 3,55	as recommended, without special
	DBS 3,55	condition
	S(CL) 1,55	

24.5.55.



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