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Chief Engineer Surveyor

Received from Chief Engineer Surveyor

NAME "ESSO PURFLEET"

Rpt.

Nwc. No. 105723

Notes 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.)

Survey REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH

The class is subject to the screw shaft being examined by 12.48 and to the after bilge pump being repaired and re-fitted on return to the U.K.

This case is stated in an endorsement dated 6.10.48.

First Entry Reports on the Machinery, Boilers and Electrical Equipment have now been received and the details are similar to previous vessels of this type already accepted.

Machinery Survey, commenced 1.48, now completed and Boiler Survey and Screw Shaft Survey held.

S.R.L.:- Screw shaft now renewed owing to a deep crack around the shaft at the forward end of keyway.

After bilge pump now repaired and re-fitted.

The Surveyor recommends a spare propeller should be supplied, but agreement has already been made with the Owners for spare propellers to be available at strategic ports, rather than on board the vessel.

This survey was held prior to the issue of Circular No.1904 regarding starter pilot light connections.

IT IS SUBMITTED that this vessel is eligible for the Record LMC ~~1.48~~ 12.47

S (CL) N 10.48,

"Fitted for oil fuel, F.P. above 150° F",

"Carrying Petroleum in Bulk".

Without special conditions.

Particulars for Register Book:-

Steam Turbine Connected to Electric Motor and Screw Shaft
2 WTB 500 lb. (Spt. 464 lb.) F.D.

HS 11552 sq. ft.

MN 1500

Notes for S.R.L.:-

Examination in accordance with Circular No.1904 to be made at the first opportunity regarding electrical connections.
Steam pipe test due 1952.

Spare propeller stored ashore.

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