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Chief Engineer Surveyor Received from Chief Engineer Surveyor

NAME "ESSO PURFLEET" REPORT Mdb. No. 18411

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

endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points mentioned in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH~~

This T2 type tanker was built in 1944 to American Bureau requirements and Classification with this Society is now desired.

The vessel has been examined in dry dock and Boiler Survey and Screw Shaft Survey carried out and Machinery Survey commenced.

The screw shaft was found pitted at the after end of the liner and the Surveyor recommends that it be re-examined before the end of 12.48.

A partly completed First Entry report on the machinery has been received, but no First Entry report on other items.

IT IS SUBMITTED that this vessel is eligible for the notation "Examined 12.47" (Class Contemplated)
(WT) BS 12.47 (485 lb.)
S (CL) 12.47.

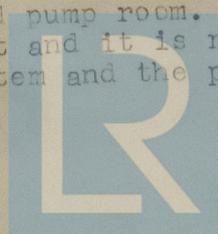
Subject to the screw shaft being re-examined before the end of 12.48.

To complete the Machinery Survey all Rule requirements remain to be carried out except the following:-

- Sea connections,
- Coolers for main propulsion generator and motor,
- Lubricating oil coolers,
- Main turbine thrust,
- Port and starboard generator bearings and gearing,
- Generator lubricating oil coolers,
- Main circulating pump,
- Aft feed pump,
- Electric propulsion machinery,
- Electrical equipment.

The Middlesbrough Surveyors should be asked to inform the Owners that it is noted that No. 1 cargo tank can be used as a reserve oil fuel bunker and is connected to the oil fuel transfer pump which is situated in the forward pump room. This is not considered to be a desirable arrangement and it is recommended that all connections between the oil fuel system and the petroleum tanks should be dispensed with.

See also endorsement dated 20/4/48 on "ESSO FAWLEY" →



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