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LLOYD'S REGISTER OF SHIPPING

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21st February 1962

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Dear Sirs,

Steamers "ESSO MANCHESTER" and
"ESSO PURPLET"

With reference to previous correspondence regarding the classification of these ships, I have to acquaint you that consequent upon the loss of a ship in which deterioration of structure and high stresses due to injudicious loading were important factors, and on the loss of two other tankers about the same size from causes which have not yet been established, the status of T-2 tankers classed with this Society has been ascertained.

This investigation included these ships and after careful consideration of all the factors, the Committee consider it advisable to ask you to arrange for them to be drilled at the due date of the Special Surveys.

In the case of the "ESSO MANCHESTER" this inspection becomes due at the end of next month and in the case of the "ESSO PURPLET" at the end of May next. If these ships are still laid up at the due date, the Committee will not object to the drilling being deferred on the understanding that this will be done before the ships again proceed to sea.

At the same time I am to remind you that when T-2 tankers were strapped in 1952 and subsequent years, attention was drawn to the importance of judicious distribution of cargo and ballast loading.



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Steamers "ESSO MANCHESTER" and
"ESSO PURPLEET"

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This point is reiterated and your attention is called to the recommendation contained in paragraph D4005 of the Oil Tanker Rules regarding the use of an approved instrument to determine suitable loading, and this recommendation is now made for these ships.

Yours faithfully,

Deputy Clerk to the
Classification Committee

Messrs. Esso Petroleum Co. Ltd.,
Marine Department,
Thames House North,
Millbank,
London. S.W.1.



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