

117 JAN 1958

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

GB

HIPS NAME

"ESSO BRETAGNE"

REPORT

Msl.

No. 12313

The remarks of the Chief Ship 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, 24/6/52.)

The class is subject to set up keel plating in way of cargo tanks being specially examined and dealt with as necessary next drydocking.

The MARSEILLES Surveyors report (12,57), this tanker examined in dry dock, bottom coated and the requirements of a SPECIAL SURVEY (D) due 2,57 complied with.

On account of wear and tear repairs effected to bottom and side shell plating, structure in way of cargo tanks and to minor items.

On account of damage due to various causes, repairs effected to bottom and side shell plating etc. (p & s).

The thicknesses of shell and deck plating as now ascertained by audigauge and check drill testing and as now forwarded by the Surveyors are as embodied in the report and plan attached to the report and together with the repairs effected have been approved by the Ship Research Department 14.1.58.

The damage repairs effected include repairs to the deferred items as above.

A number of side shell plating (p & s) indented and recommended to be dealt with at Owners' convenience.

IT IS SUBMITTED NOTATIONS of 'DS 11,57' and 'SS Msl. 12,57(Dr)' be assigned, without special conditions but with Endorsement of Certificate.

DS 11,57
SS Msl. 12,57(Dr) Without.

ENDORSEMENT OF CERTIFICATE

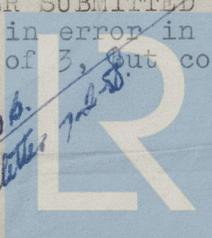
Indents in side shell plating (p.s.f.) and s.s.a.)

OFFICE NOTE

Bottom and deck plating in way of cargo tanks reinforced - Msl. 12,53.

IT IS FURTHER SUBMITTED the Surveyors be advised it is concluded they are in error in reporting only 2 bower anchors on board in lieu of 3, but confirmation is desired.

36.
See letter 7 Feb 58.



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