

Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

NAME "ESSO BIRMINGHAM" REPORT Nwc. No. 106363

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, 24/5/92.)

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

This case is stated in endorsement dated 6.9.48.

Machinery Survey for classification commenced 7.47, advanced 7.48, and now substantially re-held.

Boiler Survey due 7.49 now held.

The First Entry Reports on electric propulsion and electrical equipment have been examined and the details are similar to those of previous vessels classed with this Society.

The requirements of Circular No.1904 re water gauge fittings and electrical requirements have now been complied with.

The propeller has been backed off at Owners' request, shaft cone examined and found in order.

Note An agreement has been made with the Owners whereby a spare propeller is not carried on board, but such items are available at strategic ports.

IT IS SUBMITTED that this vessel is eligible for the record LMC 6.49

"Carrying petroleum in Bulk"

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

The Newcastle Surveyors should be informed with reference to the ship's side blow down valve that, of recent times, the existing valve and spool piece on this type of vessel have been accepted provided an indicator be fitted to show whether the valve is open or shut. They should therefore be asked if such an indicator is provided. X

For SRH Spare propeller stored ashore

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7.10.49.
Lloyd's Register
Foundation

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