

by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

SHIP NAME "ESSO MANCHESTER"

REPORT

Brs. 17176

Brs. No. 17177

Brs. 117600

Reports 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-ENGINE-AND-BOILERS-DUE-TO-REMOVAL-THROUGH~~

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

First Entry Reports have been examined and the details are similar to previous vessels of this type already accepted.

The vessel has been examined in dry dock and the requirements of LMC Survey carried out. Minor repairs effected as required.

Circular No. 190<sup>4</sup>: The Owners' Superintendent has advised the necessary ship's personnel regarding the danger from starter pilot light connections, and has stated that the necessary modifications for safety purposes will be carried out as soon as the materials are available.

Agreement has already been given to a proposal from the Owners whereby spare propellers will be available at various ports instead of each vessel carrying a spare propeller on board, as per Rule requirements.

The Bristol Surveyors now state that in addition to the above it is understood that a spare impeller shaft for the main circulating pump is also intended to be available at certain ports. This item is a Rule requirement for spare gear and is one of those which, in the event of breakdown, can easily be fitted to place at sea. It is therefore considered the Owners should be advised that it is considered a spare impeller shaft for the main circulating pump should be carried on board ship. The Bristol Surveyors should also be advised.

IT IS SUBMITTED that this vessel is eligible for the "record

LMC 12.48,

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

"Carrying Petroleum in Bulk"

2 WTB 500 lb. (Spt. 464 lb.) F.D.

HS 11552 sq. ft.

MN 1500

*subject to the supply of a spare impeller shaft for main circulating pump.*

IT IS FURTHER SUBMITTED the Owners and Bristol Surveyors be advised in terms of the above regarding machinery spare gear.

The Bristol Surveyors should also be informed that the correct MN in this instance appears to be 1500 and is calculated from the drum pressure of the boilers, i.e. 500 lb. per sq. inch and using the maximum horse power of the turbines, i.e. 6,600 S.H.P. X

Note for S.R.L./in Italics:- Examination in accordance with Circular No. 190<sup>4</sup> to be made at the first opportunity.

*Spare propeller stored ashore.*

31. 1. 49.

003534-00840-0079