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eived by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

IP'S NAME ESSO LIVERPOOL

REPORT

Tri.

Milan.

Aug.

No.

15093

18

1144

The remarks 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.)

Type of Engine 2 Steam Turbines D.R. geared to screwshaft.

H.S. 19836 sq. ft.

M.N. 3520 S.H.P. 17600

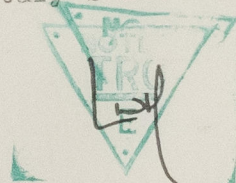
If Boilers fitted with forced draught Yes

Tail Shaft If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter dated 4.8.59. for a propeller speed of 103.2. RPM provided the engine is not run continuously between 48 and 55 RPM of propeller.

Similar calculations for the 187.5 KVA supercharged diesel alternator set were approved in the Secretary's letter dated 20.11.57. for a speed of 1200RPM.



This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

11.59.

(+ LMC
{ 2 WTB 965 lbs. (spt. 935 lbs 360°F)
{ O.F.
{ Oil Tanker

6 GEN

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10.2.60.

Lloyd's Register
Foundation

012771-012778-0021