

Nts. 770
Val. 5
Rou. 32
Par. 4

1E

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

ESSO NORWICH

Belfort 2

HIP'S NAME.....

REPORT

Aug. 1148

No.....

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. 20,000 *of ft.*

MN = 3,520

SHP 17,600



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 25.4.57 for a propeller speed of 103 RPM.

Similar calculations for the 175 K.V.A. diesel alternator supercharged set were approved in the Secretary's letter dated 20.8.58 for a speed of 1200 RPM.



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

5.59 (+LMC
(2 W.T.B. 967 lbs (spt. 855 lbs, 860°F)
(O.F.

"Carrying Petroleum in Bulk"

The Surveyors should be requested to forward Certificates for Intermediate and screwshafts, propellers, essential pumps, air compressors and receivers.

X 2118

Inst recd.

Recd. by J.H.H. 14/9/59.



Lloyd's Register Foundation
28.7.59