

ived by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

IP'S NAME "ESSO SALTEND"

REPORT

Hul.  
Lon.  
Brs.  
"

62532  
133898  
No. 5091  
5c. 4873

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

Oil engines 4 SCSA with S.R. and reverse gear  
to screwshaft

4 cylinders 83/4" x 11½"

M.N. 36

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner No.

If fitted with an outside gland of approved type Yes.

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter dated 17.12.55 for an engine service speed of 600 RPM. and a corresponding propeller speed of 308.5 RPM.

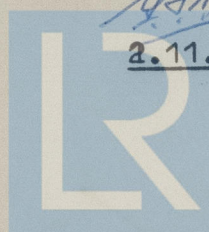
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed +LMC 9,56

Carrying Petroleum in bulk

For service in the Rivers Humber, Trent and  
Aire and Calder Canals.

2.11.56.

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Lloyd's Register  
Foundation

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