

Received by Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....

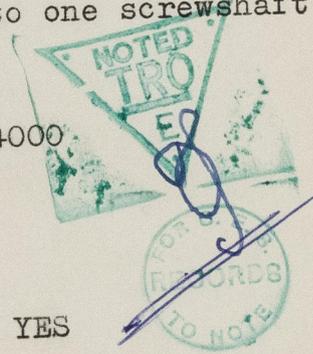
SHIP'S NAME..... "J. PAUL GETTY"..... REPORT..... No. 35
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The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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 through D.R. gearing to one screwshaft
 H.S. 27046sq.ft.
 M.N. 4800 S.H.P. 24000



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 19.3.58 for a propeller speed of 102 R.P.M.

Similar calculations for the two 250 KVA. diesel alternator sets were approved in the Secretary's letter dated 22.9.59 for a speed of 900 R.P.M.

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

11.60 { + LMC
 2 WT.B. 700lbs. (Spt. 600lbs.-850F)
 Oil Tanker
 S.P.S.



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27.2.61.

Lloyd's Register
 Foundation

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