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20/10/11

Kob 7425
Nag 1053

1-738

ved by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

P'S NAME.....ORIENTAL GIANT.....REPORT.....".....No 3078

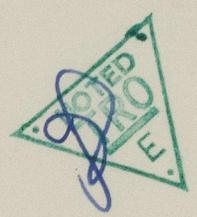
The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("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 screw shaft.

H.S. 27944 sq. ft.

M.N. 4400 S.H.P. 22000



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 15.1.60 for a propeller speed of 105 R.P.M.

Similar calculations for the 310 K.V.A. diesel alternator set were approved in the Secretary's letter dated 21.8.59 for a speed of 750 R.P.M.

The materials for the main turbines and reduction gearing were made under the survey of the American Bureau of Shipping, but subsequently examined in the finished condition by Surveyors to this Society.

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 12.59 (LMC (2 WTB 725 lbs (Spt 625 lbs - 850°F) (S.G.S. 142 lbs (O.F. (Oil Tanker

The Surveyor should be requested to complete a report 4c for the 310 K.V.A. diesel alternator set.

Handwritten signature and date: 26/5/60



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Lloyd's Register Foundation

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