

Received by Chief Engineer Surveyor.....

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SHIP'S NAME "ESSO LEEDS"

REPORT

Hull. 62347  
Lon. 132303  
Brs. No SC4459  
Brs. SC4633

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 screw shaft.

4 cylinders 8<sup>3</sup>/<sub>4</sub>" x 11<sup>1</sup>/<sub>2</sub>"

MN. 36.

~~If Boilers fitted with fore and aft 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 RPM.

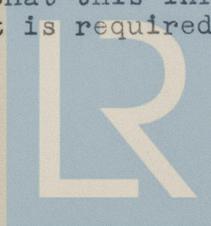


This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed

\*LMC 6.56.

"Carrying Petroleum in Bulk."  
For Service on the Rivers Humber and Trent and Aire and Calder Canals.

The Hull Surveyors should be requested to state the internal volume of the M.E. crank case and the number and total area of the relief valves fitted and be informed that this information must always be given in their reports as it is required for record purposes in this Office.



Lloyd's Register Foundation

27.8.56.

012853-012860-0198