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Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

SHIP'S NAME....."ESSO DUBLIN".....REPORT.....TRI.....15215.
AUG.....No. 1314.
MIL.....19.

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. 19836 sq. ft.

M.N. 3520

S.H.P. 17600

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 letters dated 30.7.57 and 18.7.60 for a propeller speed of 103.2 R.P.M. provided the engine is not run continuously between 49 and 55 R.P.M. of propeller.

Similar calculations for the 187.5 KVA. Supercharged diesel Alternator set were approved in the Secretary's letter dated 19.10.59 for a speed of 1200 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

5.60 { + LMC
{ 2 WTB. 965 lbs. (Spt. 935lbs.-
{ 860°F.)
{ O.F.
{ Oil Tanker



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11.8.60.

Lloyd's Register
Foundation

012861-012867-0059