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Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

Tri. 14895

Milan 14

Augs. 1078

NAME ESSO SOUTHAMPTON

REPORT

No.

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. 19,836 sq.ft.

MN. 3520

SHP. 17,600

29/10/59

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 10.12.58 for a propeller speed of 103.2 RPM, provided the engine is not run continuously between 47 and 55 RPM. of propeller.

Similar calculations for the 187.5 K.V.A. ^{supercharged} diesel alternator set were approved in the Secretary's letter dated 20.11.57 for a speed of 1,200 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
11.58 (2 W.T.B. 965 lbs, (spt. 935 lbs, 860°F)
(O.F.



3.2.59

Lloyd's Register
Foundation

013322-013328-0116

ergams 2 at 80 mm. in Water Circulating Pump Direct Bilge Suctions, No. and size 1 at 500 mm Direct Bilge Suctions to the Eng
ps required