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Chief Engineer Surveyor..... Received from Chief Engineer Surveyor.....  
 NAME ESSO SOUTHAMPTON REPORT Milan 14 No. ....  
Aug. 1078

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

*Handwritten:* 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. <sup>supercharged</sup> 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.

2021  
 3.2.59  
 Lloyd's Register Foundation  
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