

S.S. "ESSO HOUSTON".

New York Report No.38176.  
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IT IS SUBMITTED the New York Surveyors be informed their remarks with reference to the omission to fit emergency trip switches to the turbine generators as required by Section 2, Paragraph 11, are noted.

The objection to doing so is a little difficult to follow as the following reports on the two sister ships state that the switch in question was fitted:-

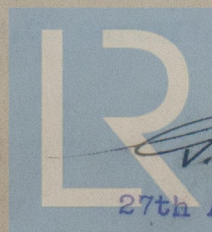
"ESSO BAYONNE" New York Report No.37918.  
"ESSO BAYWAY" New York Report No.38079.

It is concluded from the statements now made that the affirmative answers on these reports were made in error.

In view of the fact that these vessels were not built under survey, consideration might be given to the omission of the emergency trip switches on the geared turbine generators provided the following test be successfully complied with:-

The two 300 Kw. sets are to be paralleled and adjusted to normal nameplate voltage with a light ships load, i.e. not heavily loaded. One of the emergency governors is then to be tripped by artificial means and the machine left to its own devices, no hand adjustments or hand tripping of circuit breakers being made. Full vacuum is to be maintained on the turbine meanwhile. Provided the reverse-current protection devices do not function, the set is to be left under these conditions for 15 minutes and will be *considered* satisfactory provided it shows no tendency to increase in speed at the end of that period. A report of these tests should be forwarded to this Office.

*Trunch*



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Bridge Deck, Angle, [ or [

Solid Floors, thickness and spacing

Are Frame and Reversed Frame  
isolated?

FLOORS WELDED TO SHELL

W35-0166