

files paid

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Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME **ESSO HOUSTON** PHILADELPHIA. 7401. Rpt. NEW YORK. No. 38176.

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
1. SCREEN SHAFT.
N.H.P 912.**

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.**

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. 1.38.**

FITTED FOR OIL FUEL 1.38
F.P. ABOVE 150°F.
S.P.T.

It is concluded that the Surveyor is in error in stating that the turbine driven generators are not fitted with emergency trip switches, but this should be confirmed.

*80. N. V. K.
2/3/38*

*See special endorsement
27.4.38 7305.38
Flus*

[Signature]
17.2.38.



[Signature]
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Lloyd's Register Foundation

Are all Sea Connections fitted direct on the skin of the ship **YES** Are they fitted with Valves or Cocks **YES** VALVES
Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates **YES** Are the Overboard Discharges above or below the deep water level **YES**
Are the Blow Off Cocks fitted with a spigot and brass cover **YES**