

Shipbuilders: Messrs.

Yard No.

Engineers: Messrs.

Engine No.

"Notre Dame de France."

It is submitted the Surveyor be informed that the indicator diagrams
and trial particulars shown on the sheet forwarded with his letter have been
examined, and from calculations made in this Office, the Indicated Horse Power
is as follows, viz:-

H.P. Cylinder	254	I.H.P.
M.P. Cylinder	225	"
L.P. Cylinder	229	"
Total	708	"

The above total Indicated Horse Power, which is less than that shown on the sheet,
corresponds to a mean pressure of 34.75 L.B. per sq. inch referred to the L.P. Cylinder,
which seems low, and should be about 39 L.B. per sq. inch for the boiler
working pressure in this case, viz:- 225 L.B. per sq. inch.

It is noted that whilst the boiler pressure during the trials was 225 L.B. per sq. inch,
the admission pressure to the H.P. cylinder, is, according to the indicator diagram,
 $1.94 \times 80 = 155$ L.B. per sq. inch, and it therefore appears that the upward
travel of the tracing pencil was restricted, thus reducing the height of the diagram.

Dr.
25/8/48.

Return plan.

Retain Sheet copy.

5c.11.47.



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Lloyd's Register
Foundation

Dr. 28/8

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