

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "BRITISH CAUTION" REPORT *NWC.* No. 103564

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 Oil Engines 2 S.C.S.A.
4 Cy. 23 $\frac{5}{8}$ " - 91 $\frac{5}{16}$ "

~~If Boilers fitted with forced draught~~

Tail Shaft. If fitted with a continuous liner Yes

If fitted with an outside gland of approved type No

X In view of the advice notes for Bessemer steel pipes it is concluded that these are being utilized for steam and that these pipes have been stamped accordingly on the flanges as in previous cases. *Yes*

X They should also confirm the diameter and weight of the forward fly wheel as 1800 m/m and 1.1 tons respectively; this information having been omitted from report. *Yes.*

See note letter 13.4.46.

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 2.46

2 D.B. 150 lb.

Insert in S.R.L. Steam pipes marked "BESSEMER" on flanges to be examined after 4 years service.

JRM

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Foundation

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