

1m, 2.45.

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "BRITISH SUCCESS"

REPORT

Gls.

70399

Grk.

No. 23275

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, 4 S.C.S.A.

6 Cy. 29 $\frac{1}{8}$ " - 59 $\frac{1}{16}$ "

MN 675

~~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

Torsiograph records proved satisfactory, which were taken from a sister vessel. *V.S. "EMPIRE TRINIDAD"*

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 lbs.

JRus
2.4.46



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Lloyd's Register
Foundation

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