

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "BERKEL"

REPORT

Got. 13761

Cpn. No. 11700

Skm. 6348

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 C. 3 Cy. (2) $15\frac{3}{4}$ " & $39\frac{3}{8}$ " - $37\frac{3}{8}$ "
& LP turbine with SR gearing & chain drive.

M.N. H.S. 5553 Sg./t.

H.S. M.N. 333

If Boilers fitted with forced draught Yes

Tail Shaft. If fitted with a continuous liner No

If fitted with an outside gland of approved type Yes

Brinell check tests and chemical analysis has been carried out on crank and thrust shafts and found satisfactory.

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 11.46. Spt. Fitted for oil fuel 11.46. F.P. above 150° F.

Subject to isolating switch being fitted to windlass motor at first opportunity.

The machinery requirements for the notation "Strengthened for Navigation in Ice" have been complied with.

The total H.S. of superheaters should be forwarded in this and all cases as this information is now necessary for the computation of the machinery numeral.

It is concluded the Surveyors have satisfied themselves that the boilers which were constructed in 1943 are in good condition and have suffered no deterioration whilst awaiting installation.

Yes 3. 1. 47.

Defer posting

H.S. & M.N.

pending reply. X

See Stan letter 24/1/47.

Lloyd's Register Foundation