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19 AUG 1948

by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

Vessel's NAME

"ASSIDUITY"

Rpt.

Lon. No. 116912

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, 24/5/42.)

of Survey

~~REPAIRS TO ENGINES AND BOILERS DUE TO DAMAGE THROUGH--~~

LMC due 9.50 now held.

The original main engines have been removed and engines built under survey have been fitted under survey. The thrust, intermediate and screw shafts have been renewed and the whole re-aligned.

A complete Special Survey of the remaining machinery and the electrical equipment now held.

The torsional vibration characteristics of the machinery were approved in the Secretary's letter of 2. 7. 48. for a service speed of 330 R.P.M. provided a notice board be fitted at the control station stating that the engine is not to be operated continuously between 232 and 269 R.P.M. and the engine tachometer marked accordingly.

IT IS SUBMITTED that this vessel is eligible for the record

- ⊗ LMC 6.48,
- ⊗ NE 6.48,
- SN 6.48 with torsional vibration characteristic restrictions as above.

Particulars for Register Book:-

Oil Engine

6 Cyl. 9 $\frac{7}{16}$ " - 13 $\frac{9}{16}$ "

MN 95

The Owners should be advised of the restriction on the R.P.M. by the London Surveyors. X

This is now a CS case.



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Lloyd's Register  
Foundation

18. 8. 48.

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