

by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL NAME "BRITISH LADY"

REPORT

Mdb. 19414  
 Not. 904  
 Impl. No. 19178  
 Nwc. 108040

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 Engine 2 S.C.S.A.

3 Cyl. 23<sup>5</sup>/<sub>8</sub>" - 91<sup>5</sup>/<sub>16</sub>"

MN 534

~~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

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 22. 3. 50 for a service speed of 108 R.P.M.

Similar calculations for the 75 KW generator sets have been approved in the Secretary's letter of 13. 5. 48 for a service speed of 500 R.P.M.

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 6.51,  
 "Carrying petroleum in bulk"  
 2 DB 150 lb.

The Middlesbrough Surveyors should be informed it is concluded chemical fire extinguishers have also been provided in the machinery space, in which case particulars of number and sizes should be forwarded for record purposes.

They should also be requested to use up to date report forms in all future cases. (The present Rpt.4b is dated 1937).



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 Foundation

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