

Received by Chief Engineer Surveyor.....

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VESSEL'S NAME "ALACRITY". Rpt. Hul. No. 50553. Lon. 108298.

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, 24/6/92.)

Type of Engine Oil Engines 2S.C.S.A. 5 Cy. 12 5/8" - 16 3/4"

If Boilers fitted with forced draught

Tail Shaft. If fitted with a continuous liner No. If fitted with an outside gland of approved type Yes.

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 RLMC 2,40

The Hull Surveyors should be requested to ascertain from the Builders where the air receivers were made, and then obtain from the Surveyors concerned the necessary particulars required for the First Entry Report or arrange for a copy of the certificates to be forwarded to this Office.

The Owners should be asked to obtain the Makers' test certificates for the two dynamos and the steering motor.

As the auxiliary oil engines do not appear to have been constructed under special survey, the London Surveyors should be requested to ascertain from Messrs. Newbury Diesel Co., Ltd., whether their engines Nos.727 and 728 as fitted in the m.v. "ALACRITY" (The Goole Shipbuilding & Repairing Co's Yard No.347) are duplicates of their engines Nos.3900E and 4151C, Contract No.720 as fitted in the m.v. "SPIRALITY" (The Goole S.B & R. Co., Yard No.346).

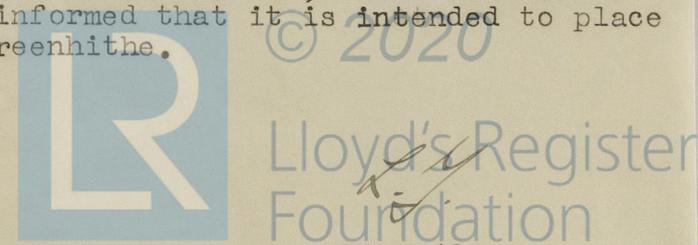
The London Surveyors should also be informed that it is intended to place the electrical spare gear on board at Greenhithe.

Hull

Low

Inquiry for 15.3.40.

See copy attached



003240-003244-0028

14.3.40.