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ed by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

VESSEL'S NAME "BRITISH UNION" REPORT Nwc. 107333  
Mch. 14103

marks 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.

4 Cyl. 23 $\frac{5}{8}$ " - 91 $\frac{5}{16}$ "

MN 687

~~1f-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 19. 1. 48 for a service speed of 105 R.P.M.

Similar calculations for the 75 KW generator sets were approved in the Secretary's letter of 22. 10. 48 for a service speed of 500 RPM.

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 5.50

"Carrying petroleum in bulk"

2 DB 150 lb.

The Newcastle Surveyors should be informed that the certificate covering the bronze propeller has not been received, and should be forwarded as soon as possible. ✓

EW

22. 6. 50.



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Lloyd's Register  
Foundation

003298-003306-0027

All Auxiliary Air Compressors, No. ✓ No. of stages ✓

diameters ✓

STROKE

stroke ✓