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by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

EL'S NAME "BRITISH GENERAL"

REPORT

Mdb.	19061
Lon.	118959
Nw.c.	No. 107041
Brw.	3279

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 712

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 20. 5. 48 for a service speed of 105 R.P.M. and in endorsement of 14. 2. 50 for a service speed of 108 R.P.M.

Similar calculations for the 75 KW generator sets were approved in the Secretary's letter of 5. 7. 48 for a service speed of 450 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 5.50

"Carrying petroleum in bulk"

2 DB 150 lb.

Middlesbrough Surveyors should be asked to state the maximum service B.H.P. + R.P.M. of the main engine, as per Secretary's letter of 9/3/50.

End

14. 6. 50.



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auxiliary Air Compressors, No. - No. of stages - diameters - stroke -