

Received by Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor..... Nwc. 107095

ESSEL'S NAME

"SLANEY"

REPORT

Brs. 17647
Brs. 17572
Brs. 17571
Mch. 14002

No.

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, 24/5/92.)

Type of Engine Oil Engine 4 S.C.S.A.

6 Cyl. 13 3/4" - 21"

MN 152

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

The torsional vibration characteristics of the main propelling machinery were approved in the Secretary's letter of 13. 10. 49 for a service speed of 300 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 2.50

The Newcastle Surveyors should be informed the correct MN appears to be 152 on account of the fact that the approved M.I.P. is 125 lb. per sq.in.

They should also be asked to confirm whether the electric lighting circuits are 220 volt as per approved plan, and not 110 volt as per Report 13.

x End

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