

Chief Engineer Surveyor.....

Received from Chief Engineer Surveyor.....

S NAME "BELGIAN PRIDE"..... REPORT Ant. No. 25461

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.D.A.

5 Cyl.  $24\frac{7}{16}$ " -  $55\frac{1}{8}$ "

MN 1138

~~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 29. 8. 45.

The forgings for all main shafting were made under Germanischer Lloyd Survey during the war, and the decision to withhold the distinguishing mark is given in the Secretary's letter of 10. 5. 45.

The diesel-driven generator engines were not built under survey, but have been fully examined and found in order.

The scantlings of the crankshafts are acceptable.

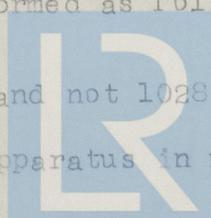
This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed LMC 5.49

2 DB 170 lb. (Spt.)

Note for S.R.L. Exhaust gas water heater and economiser to be examined at each DBS.

The Antwerp Surveyors should be informed as follows, and be asked for their comments:-

- (1) The correct MN appears to be 1138, and not 1028 as reported. *yes*
- (2) The details of fire extinguishing apparatus in machinery space



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are noted but it is recommended that four additional CO<sub>2</sub> apparatus of 5 Kg. each should be provided, in accordance with the Society's present practice, *to be placed in suitable positions in Engine room.* *Li. 15/7/49*

(3) In view of the fact that the stated area of safety valves on the exhaust gas water heater are somewhat below Rule requirements, it is concluded a satisfactory accumulation test was witnessed. *yes*

(4) Makers' test certificates covering electric dynamos and steering gear motor do not appear to have been received and should be forwarded as soon as possible. *Li. 8/9/49.*  
*X*

*J.R.S.*

*Ent*

2. 9. 49.



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